A

SEALER'S

JOURNAL

OF A

CRUISE

IN THE

SCHOONER "UMBRINA,"

BY

WILLIAM H. DOSE.

SALEM, MASS.:
H. G. WADDY SON, PRINTER.
1880.

136p. J

June 26, 1932 "Colonist"

Victoria.

While it relates the routine aboard the vessel day after day and faithfully pictures a sealing voyage in the early nineties, the general impression on reading it is that the writer overlooked a number of opportunities to set down happenings really worth while, and which would have had the tendency to produce a thrill or two, impelling tangible appreciation—in other words, for the deeds of courageous men, for the sealers were that above all things, always.

However, the little paper-covered book which The Colonist has been privileged to peruse through the courtesy of C. W. Geiger, is, nevertheless, valuable for its small talk and presentation of the daily life on the sealing schooners forty years ago. Printed as a limited edition, there are probably very few copies of the "Sealer's Journal" in existence now, a circumstance which also makes it valuable to the collector of sealing material.

.n the city.

The message carried by this movement is one of home purchase, urging the Victoria public to buy locally-produced merchandise wherever possible, patronizing Victoria firms first, followed by provincial products, Dominion, and finally Empire goods. In order to impress the importance of "Loyalty Week" on the general public, Clifford Denham, manager of the Capitol Theatre, and J. M. Robertson, manager of the Dominion Theatre, have donated display space

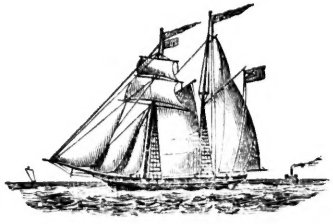
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VICTORIA, B. C.
H. G. WATERSON, PRINTER.
1895.

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SCHOONER "UMBRINA."

The above named vessel is registered at 99 tons; is 98 feet in length, with a width at the waist of 22½ feet. She is fitted for sealing purposes, carrying 8 boats—7 hunting and 1 stern-boat.

Her crew, number 25 all told, as follows:—

Captain—CHARLES CAMPBELL;
First Mate—CHARLES DAHLBERG;
Second Mate—WILLIAM GREEN.
Hunters—WILLIAM DOMINEY,
WILLIAM EDWARDS,
WILLIAM ANDERSON,
WILLIAM POURIE,
THOMAS CUMMINGS,
THOMAS PAPPENBERGER,
JAMES LOVELESS.
Crew, Forward—JOHN FRIDAY,
WILLIAM HICKMAN,
PETER HANSAN,
JOHN RAGGATT,
FRANK APELGREEN,
JOSEPH CEDERBERG,
ALBERT SCHWEICKHARDT,
ALFRED JONES,
*OTTO GLATUED,
*RANDOLPH ISOSAKSIN,
*JOHN GARMANN.
Japanese sailor—"DICK."
Cook—JAMES DOMINEY (formerly Oscar Ingleson.)
Cabin-boy—WILLIAM GEORGE.

The three following men were formerly of the crew, but left in Hakodate, Japan, June 13, 1895:—William Harris, Phillip Steeple and Patrick Conlon.

*Denotes substitutes, who joined June 14, 1895, in Hakodate.

12643

JOURNAL.

December 26th, 1894—Whilst lying peacefully at anchor in Rock Bay, Victoria, B. C., a beautiful place at the entrance of the "Gorge" river, from where one can see the traffic of trains and electric tram cars, that cross the bridges on either side, we were suddenly disturbed by the weighing of anchors, whilst the tugboat "Sadie" made fast, taking us to Porter's wharf, near the swinging bridge which parts Rock Bay from James Bay. The schooner "Brenda," a sister vessel, also of the same firm, was afterwards brought from her anchorage, and made fast to us. At the same time, the schooner "Mermaid," formerly a British revenue cutter, was being towed alongside by three boats, two men in each. This made it look very busy along the water-front for a while. Here we remained nearly three weeks, during which time we completed preparations for a nine-months sealing voyage.

The "Umbrina" has tanks fitted, capable of carrying 5,000 gallons of water, and has storage room for carrying about 18 tons of coal, as well as room for a good supply of provisions, while independent of this, there is plenty of working room. She is not a very fast vessel, nor was she built for one, but certainly I must admit she is a comfortable home, and can weather a gale as well as anything of her class.

Provision list is as follows:—20 barrels of fine plate beef, 3 barrels of prime pork, 9 barrels of roll butter, 1 barrel of salmon, 2 kitts of salmon bellies, 4 kitts of mixed pickles, 120 bags of flour (50 lbs. in a bag), 20 cwt. of brown sugar, 3 cwt. of granulated sugar, 6 bags of rice, 8 bags of beans, 9 cases of table fruit, 4 cases of pie fruit, 9 cases of condensed milk,

16 cases of roast beef, 11 cases of boiled mutton, 6 cases of assorted soups, 20 cases of corned beef, 200 lbs. of tea, 8 cases of coffee, 4 cases of canned green peas, 4 cases of corn, 8 cases of canned salmon, 4 cases of split peas, 1 case of pearl barley, 1 box vermicelli, 4 boxes of macaroni, 8 cases of tomatoes, 9 cases of Royal baking powder, 4 cases of clams, 1 box of yeast cakes, currie, mustard, pepper, salt, raisins, currants, vinegar, 2 doz. bottles of Yorkshire sauces, 2 cases of corn starch, sago, tapioca, spices, flavoring extracts, 6 cwt. of codfish, 1 cheese, 1 ton of potatoes from Victoria, 3 tons from Yokohama and 1½ tons from Hakodate, Japan, as well as ample supply of mixed fresh vegetables, and fresh meat, which was had daily whilst in port. I don't know whether I have mentioned our entire stock, but if not, I think there is plenty.

January 13th, 1895—We were fully prepared for sea, but remained alongside the wharf till 4 p.m. on

Jan. 14th—Then the tugboat "Sadie" again made fast to us. When all was secure, she signalled to have the swinging bridge opened, which is four blasts from her steam whistle. This done we were soon rippling through the water and reached James Bay ten minutes later, where we anchored for the night. There were three other schooners lying here, the "Brenda" of Victoria, "C. D. Rand" of Vancouver, and the "M. Morrell" of Seattle.

Jan. 15th—Had breakfast at 7 a.m., after which the crew were set to work to prepare for our final departure. During the forenoon the Captain's wife and children came on board, also many friends of the crew to see us off. Quite a ceremony of kissing and handshaking took place, whilst the familar word "goodbye" was often repeated. About 10 a.m. the tugboat "Falcon" which was chartered to take us out,

came alongside and made fast. After several petty delays, which is often the case when a vessel is ready for sea, we weighed anchor at 1.30 p.m., and were under way at 2 p.m. On reaching the outer wharf the tugboat, in which all our friends had to return, let go. The only accident that occured was the parting of the tug's bow line. A new one was immediately put in place to prevent other accidents. We set the foresail, staysail, jib and flying jib, and with a good fair wind from N. W. and free sheets, made good time. By 3 p.m. we were rounding the Race Rock lighthouse, 9 miles from outer wharf. The schooner "Brenda" came out soon after, running wing and wing. At 4 p.m. we set mainsail and topsails, and were off Cape Flattery at 8 p.m., distant 65 miles from Victoria. During the night wind increased rapidly, and we took in mainsail and topsails at 10 p.m., course S. S. W.

Jan. 16th—The weather was still fine, with a light breeze from N. N. W., set mainsail and topsails at 8 a. m. and by noon it was dead calm. Wind freshened again during the afternoon, increasing toward night, averaged about 6 knots an hour.

Jan. 17th—Weather still fine, with a strong wind from N. W. which was acceptable. During the forenoon we double reefed mainsail, single reefed foresail, and made good 9 knots an hour throughout the day. The crew wasn't employed in any work, except taking their turn at the wheel. All's well, bound for Yokohama.

Jan. 18th—Weather fine, with a strong North wind, having hauled from N. W. during the night. Forenoon course S. S. W. and at noon it was changed to S. by W. About 1.30 p.m. we shook the reef out of foresail, and one reef out of the mainsail, and set flying jib. A heavy sea was running, which gradually went down toward evening.

Jan. 19th—Weather still fine, with a nice breeze from the North, but not so much as yesterday. At 8 a.m. shook single reef out of mainsail, and set baloon jib and topsails. From 10 a.m. till 3 p.m. it was nearly calm, after which the wind gradually increased. The morning course was S. E. by S. and at 3.30 p.m. it was changed to S. E. By 5 p.m. the wind was so strong that we were obliged to take in all light sails, and single reef mainsail. Later in the night we took in mainsail and single reefed foresail. Next morning,

Jan. 20th—We experienced a strong gale from W. S. W. and hove the vessel to, under close-reefed foresail and reefed staysails. It moderated toward noon, shook out staysail reefs and one reef out of the foresail and steered by the wind. Set jib at 3 p.m. but took it in again at 11 p.m.

Jan. 21st—The wind was still strong from W. S. W. which continued throughout the forenoon, course S. E. by S. During the afternoon the wind lulled, and at 1.30 p.m. shook out another reef of foresail, and set jib and storm trysail, and an hour later the trysail was relieved by the mainsail, and the single reef shook out of foresail, and all light sails set. Toward 5 p.m. it became calm, but did not last long, for at 7 p.m. the weather set in squally. The wind being ahead, hauled aft the sheets, and took in all light sails, and steered by the wind.

Jan. 22nd—Weather dull, with a strong head wind from W. S. W. Long before daylight the mainsail was single reefed, and at 10 a.m. single reefed the foresail. About 11 a.m. the wind hauled to N. W. (once more a fair wind) and we steered toward S. S. E. During the afternoon weather moderated and at 4.30 p.m. shook out all reefs, and set all light sails. Made good five knots an hour.

I think it will be laughable, and interesting to some of my readers if I mention some of the doings and sayings of the crew. We are now a week out, and everybody on board is getting settled down. All those who got sea-sick recovered by the third day out. As for myself I did not get sick but felt squalmish, but would rather have been sick to ease that pain, but fortunately I was myself again, and could do my work with ease, as if I had been out a month. Oscar Ingleson, our cook, could not get around very well. He always seemed as if he was top heavy; that if he didn't catch hold of something, he would measure his length on the galley floor, and get mixed up with the pots and kettles. He is a Dane by birth, but has since become a naturalized American. He is tall and thin, which makes him look like a shadow when walking. His complexion is fair, with light hair, which is thin at the top. He is 42 years old, but would pass for 35 years when dressed neatly. One thing he has got that he ought to be proud of, and that is big feet—but even these were not good enough for the Umbrina's rolls, although they would be invaluable on terra firma, where he could cover a lot of ground, in a very short time.

About 7 a.m. the Captain came on deck as usual, taking a look round to see if everything was correct, during which time he ordered one of the men of the watch to slack off the main-sheet. Obeying this order the man took the turns off the bitts, when he accidently lost his hold, which caused the boom to go with terrific force against the main-rigging and he narrowly escaped having his fingers entangled. A few words that are not mentioned in the English dictionory fell from the Captain's lips, whilst the man seemed stupified, wondering what had happened. Instantly the vessel was brought up in the wind, and the hands of

the watch, who were having breakfast, were called on deck, to haul aft the main-sheet again.

Later, about 10 a.m., I met with an accident; or rather, did a careless trick. Requiring a drop of salt water, I brought a large tin pail, which not having a lanyard attached, I took the main-peak-purchase-fall as a substitute, letting it over the side to draw the water. I lost my hold causing the bucket to tow after us, whilst the vessel was making 8 knots an hour. It was laughable to see three men hauling at it as if they were hauling in a seine. It was quite flat when got aboard, owing to the force with which it was towed. It was lucky the purchase fall did not carry away, or I would have got into trouble for destroying the ship's gear as well as loosing the bucket. As it was, the Mate had occasion to tell me never to use any of the ship's gear for lanyards, but to use the draw bucket. Certainly I had no excuse, for the draw bucket stared me in the face as soon as I came on deck; but no I must act contrary and get myself into trouble. However, it is all over now, whilst those on deck at the time had a good hearty laugh over it.

Another mistake occurred this evening. About 7 o'clock one of the men went down to the main hold for the side-lights, in which place they are kept. After lighting and taking them on deck, he hung them in the boats' curtains instead of the proper place, and they were not taken notice of till early next morning. Whether the man did not know any better, or did it for a joke, I cannot say; but I should think that anyone that knew anything about a vessel, would know where to put them, or at least see the fixtures for the same in the port and starboard fore-rigging. Speaking of it at the breakfast table caused a good laugh, but though the Captain laughed also, he told the Mate to find out such men and caution them against such mistakes.

This is my third voyage sealing in this vessel, and I find the entire crew to be an exceptionally fine lot of men; well behaved, sociable and full of fun. They pass away many hours at card playing and draughts; when tired of those they commence singing and dancing, accompanied by accordions and mouth organs. Joseph Cederberg is an excellent player of both instruments, and Alfred Jones must not be left out, for he can play the bones so well that he would make a good corner man in a Negro minstrel troupe. And then there is "Paddy," who is the greatest comic on board, always making plenty of fun, and causing sidesplitting laughter every five minutes in the day. Without exaggerating, I admit he would make an excellent clown for a circus, and by going sealing he is losing time and money. The hunters keep themselves in amusement with their pistols, rifles and shot guns, with which they frequently take the lives of poor sea birds, which fly close around the vessel waiting to devour the refuse that may be thrown overboard. When these live targets are scarce, tins, bottles, or pieces of stick serve as a substitute. Not only does it serve for amusement, but it is a practice which makes them perfect in their aim. Having stated a few occurences on board, I will now continue our passage to Yokohama.

Jan. 23—We had exceptionally fine weather, with light fair wind from N. W., had all sail set, and steered toward S. S. W. The crew were employed setting up new rigging. At 1.30 p.m. changed our course to S. by W. At 4 p.m. the watch finished the rigging for the day, after which they washed down, and cleared up decks.

Jan. 24th—Weather dull and squally, with a fair wind. Steered toward W. by S. throughout the day. During the forenoon the wind increased, and then took in all light sails. It rained heavy all day, but cleared toward evening, whilst the wind went down a little.

Jan. 25th—Weather again fine, with wind still fair, and although very light it was acceptable, course S. W. The hands were employed to-day making chafeing gear, or "bag wrinkle" as it is termed by sailors, and they were also occupied slushing down masts and booms.

The cook, whose description I have already given, has suffered terribly from home-sickness, but is now recovering, for which I am not sorry for he would have driven me crazy, or home-sick, with his simple "home, sweet home," which words he was often heard to repeat, especially when the noted "Umbrina" gave a roll. On one occasion, a very rough day, with a heavy sea running, whilst this poor unfortunate was in the thick of his cooking, and the stove full of pots, the vessel gave an unusual lurch, carrying away the pot and kettle halyards, causing the pots to reach the floor, where they chased each other from one side of the vessel to the other. The poor cook, who was in their midst, could do nothing but secure and keep himself from falling. He could not even attend to the hash that lay cooking on the floor, while to add to it all, a kettle of water found shelter in the fire, causing it to go out. During this most tiresome time, I said to him jokingly "now is the time to sing home, sweet home." He did not reply to this, but looked as if he didn't see where the joke came in. I repeated it again, when he told me I was very ignorant. I might have been so in his opinion, but that with the fun I was enjoying, went together well, such as "fun and ignorance." When he was able he was not long in clearing up the galley wreck—although the food was not replaced in the pots, as might have been done had some other cook been in his place, adding that "a little pepper from the floor would not hurt," or "what the eye doesn't see the heart doesn't feel."

William Green, Second Mate, took sick to-day, suffering from pains in his back, causing him to be confined to his bunk, and as he performed the duty of keeping the Captain's watch, the latter now performs that duty himself.

Jan. 26th—We had fine weather, with a light breeze from E. N. E. Had all lower sails set and steered toward the S. W. At 6:30 a.m. set the topsails; later the wind increased rapidly and became squally. Took in all light sails, and single reefed forsail and mainsail. When the squall struck us first the jib-topsail halyards carried away, but a new one was soon rove off. The weather moderated during the day and by 7 p.m. it was quite calm, and raining hard which continued all night. Next morning,

Jan. 27th—The weather was very dull, with a high S. W. wind, vessel laying to under reefed foresail and staysails. At 8 a.m. we shook out reefs, set mainsail, and light sails, and steered by the wind. At 10 a.m. it became quite calm, and the sun shone out in all its glory, and the dull clouds cleared away, showing the bright blue sky, making it look beautiful. The sea was as smooth as glass, and one would think it impossible for it to rise into mountainous waves. During the calm every stitch of canvas was taken in; but this weather was too good to last long, for at 2 p.m. it became squally, at which time we set the foresail and staysails. The scene was changed; the once smooth sea was now disturbed, making it choppy with feather-white tops, and the beautiful blue sky was now hidden by fast sailing dark clouds. It moderated again during the day, and by 8 p.m. was fine.

Jan. 28th—The weather was beautiful and calm. At 8 a.m. a light breeze arose from the N. E. Set the mainsail, and half an hour later it became calm and continued so throughout the forenoon, and the storm

trysail was triced up to dry. At noon a nice breeze rose again from the N. E., and the vessel was able to make good 6 knots an hour. At 1:30 p.m. the forestay carried away, which resulted in employing the afternoon watch repairing it.

Jan. 29th—The weather was fine, with a light breeze from the N. E. Steered toward W. S. W., and averaged 4 knots an hour all day. Nothing else worth mentioning for this day.

Jan. 30th—This day brought excellent and calm weather, and at 10 a.m. a light breeze rose from N. by E., and we steered toward S. S. W. The hunters passed away a few dull hours to-day in preparing their boats for sealing.

We have only four boats on our deck now, but will get four new ones in Yokohama on arrival, making a total of eight, including the sternboat. The latter is only lowered during a calm, and the Captain, Mate and myself form the crew. Sternboats are generally smaller than the hunting boats proper, their length being about 18 feet, while the latter range from 22 to 24 feet in length; their sterns are the same as the bows, with a cross piece fitted, and they are steered with a paddle when a rudder is not shipped.

When the boats are lowered, the vessel is always brought up in the wind, with staysails to windward and head sails lowered. The boats all leave together, each taking a separate course but keeping ahead of the vessel, and in case of a leeward boat getting behind, as is generally the case, the windward boats have to wait, so as to avoid giving scent of the boat to any seals that may be to leeward. All boats sail close on the wind, and on sighting a seal, the boat is kept off, sail lowered, and the steerer creeps cautiously in case of the seal sleeping, so as to avoid waking it. Sometimes they wake before the boat is close

enough and dive under; but they soon show to the surface again, when the hunter, who is prepared, generally gets a shot at and wounds it. If wounded, a chase is made till they are played out from the loss of blood; but if seals are plenty, hunters don't care to give one seal a long chase, but let it go and try for others. I may say that some seals, even if they are badly wounded, manage to outdo the swiftest boat when rowed by three men, so that it is not worth while giving a long chase. Seals only sleep when it is fine, with the sun out. Some may be found sleeping in different weather, but only when they are very tired. The following are a few of the names given by sealers to seals: "Travellers," "sleepers," "finners," "rollers" and "mouchers." The boats keep going all the day, and if there is any wind the vessel follows, but keeps a good distance from the boats, so as not to disturb any seals. In case the boats should run out of seals, they tack and hunt on another course, and the vessel is brought up in the wind, till the boats are far enough ahead, after which she tacks and follows. Each boat is fitted with lunch boxes and water kegs, for in most cases they do not return till late. If the weather is fine, and seals around, breakfast is given at daybreak, after which the boats are lowered and do not return till late if the weather continues fine. Each hunter is furnished with 3 guns and 200 shells, with ample supply of powder, shot and wads. One of the principal things on approaching sleeping seals is to avoid making the slightest noise, for they awaken very easily. I remember on one occasion last year, whilst I was in the stern-boat and creeping up on a sleeping seal, I hardly dared to breathe for fear of waking up the sleeping beauty, for the Captain had bad luck—all the seals seemed to wake up before the boat could get near enough. The Captain, mad-

dened at his ill luck, fired recklessly at one at long range and killed it outright, proving himself to be an excellent shot. He was so excited at this unexpected piece of luck that he could hardly express himself. A few minutes later, and he was on the thwart from where he said he was going to have a good look round for seals. Suddenly, as I was pulling, I felt something heavy fall on my shoulders and on looking round saw that the Captain had left his perch, caused by the force of the boat going through the water. I could have laughed heartily, had it not been for waking the sleeping seals.

Jan. 31st—We had fine weather, with a nice breeze from E., and steered S. W. by W.

We are having very hot weather now, and I took this opportunity of getting my head shaved clean to the scalp, without fear of catching cold. This caused general laughter among the crew, at my bald head. The Captain delighted in exposing me before all hands, and used to stay on deck, on purpose. Every time I came aft or went fore'ard he used to take off my cap, and keep it for several minutes, until everybody had a good laugh. They soon found for me a few distinguished names, such as "Old full moon," "Bill Nye," "Bladder of lard," etc. Certainly I did not mind, as long as it amused them, for I am full certain it amused me, "so let well alone."

February 1st—The weather was still fine, with a light breeze from S. E. steered S. W. Nothing else worth mentioning for this day.

Feb. 2nd—Weather still fine with a strong breeze from S. E. steered toward S. W., had all sails set, and made good time, averaging about 9 knots an hour for the day. About 2 p.m. we sighted a vessel off our starboard bow, sailing on the reverse tack to us, but she was so far off, that we could not make her out.

We are all suffering from the most unbearable heat, which strikes down from old Sol during the day, and our poor old cook feels the effect most, for he remarked to the Captain, that the luxury of a windsail would be convenient to lead into the galley. The Captain full well knowing the sufferings of the poor unfortunate, readily granted his request, and set some men to work about it at once, who completed it by evening. The cook did not want to be told when it was finished, for he was right handy, and helped to set it up. As soon as it was let down into the main hold, which adjoins the galley, he was not long in stowing away half his form up the shute of canvas, just showing his legs, which looked more like two sticks encased in a pair of pants about 8 inches too short, forming part of a scare-crow, than human legs. He was stowed away for fully ten minutes, showing that he was determined to break it in properly, and let it know its duty. Coming out from his hiding place, he blowed as if imitating a whale or some other monster of the deep, when it comes to the surface to blow. He sleeps in the main hold in a hammock, preferring it to sleeping aft in the cabin. His reason for so doing, is to be handy to the galley, as well as to prevent having to go to and from the galley, in bad weather, which is not very pleasant in the early morning when it is cold and raining. He doesn't forget the windsail, even if he does take to the hammock, for he always fastens it to the latter before retiring.

Feb. 3rd—We had a strong wind from the South, took in all light sails. Toward noon the weather moderated and all light sails were again set. The Captain expected to sight the Sandwich Islands, although he was not sure of his reckoning, owing to the incorrectness of his chronometer. During the afternoon the wind blew strong again which resulted in once more

taking in of light sails. The day wore by without any signs of land, although a strict look-out was kept. I will finish this day's work, by stating that William Green lost his hat overboard.

Feb.4th—First part of morning we had a strong head wind with rain. Steered by the wind, and at 10 a.m. it became quite calm, which lasted till 3 p.m. when a nice breeze rose from S. E. Set all light sails, and made about 5 knots an hour. It did not last long, for by 6 p.m. it was again calm, with the exception of a few occasional puffs. The hands were employed to-day making sinnet and chafing-gear.

The cook who found it very hot to-day during the calms whilst his windsail refused duty, could be seen often with his sweating form half-way up the hatch-way, gasping for fresh air, as well as to cool himself.

Wm. Dominey who has secured a good quantity of pinewood taken from the empty provision boxes, started sawing and planing, preparing it for making fancy picture frames, whilst Thomas Pappenberger who is an expert frame maker puts it together. Some of the other hunters generally lend a hand, when they feel like doing something, or else to have a change from the constant sleep, or card playing, etc., which is indulged in when a passage is made, or when it is not fit weather to lower boats.

Feb. 5th—Weather fine, and nearly calm. The hands were employed slushing down masts and booms and a few other trifling jobs not worth mentioning.

"Paddy," and John Brewer busied themselves to-day making a wind sail to lead into the forecastle as they seem to feel the want of one, as well as the galley squad. Whilst they were making it, Paddy remarked that he must hurry up, for he expected a "Paddy's hurricane," for which he must set the windsail, in the forecastle as a steadier.

At 5.30 p.m., just as supper was finished, we sighted land, which the Captain said was one of the Hawaiian Islands bearing North from us. On Paddy seeing land, he quit working at his windsail, and started jumping around the deck, pushing one here and pulling another there all taking it in good part, for they knew full well that Paddy was only in fun. Then he quit jumping around, and gave orders to the men, telling them to stand by with lines, and prepare for taking the Island in tow, for the purpose of an ample supply of the tropical fruit, etc., which grows abundantly on its soil. Whether Pat's order was misunderstood or not, is left to find out, for it was not carried out, and we saw that "Garden of Eden" only to leave it without the taste of its growth.

Owing to the intense heat we experience every day, most of the crew have their meals, and even sleep on deck, so the poor bedbugs which are numerous on board in hot weather, have to manage to creep on deck, if they want to torment anybody for his blood. Some that I have seen will never manage to get that far, for they are so fat and lazy, that they would rather wait till the men returned to their bunks again than work too hard to get up the ladders.

Feb. 6th—We had fine weather again to-day, with a light N. E. wind, which continued all day; and we made good about 4 knots an hour.

Some of the crew passed away a couple of hours this evening at their "gymnasium" with physical exercise. The former was constructed out of a stout rope which was fastened to the port fore-rigging and the foremast—by saying it was made fast to the foremast, means that the rope was passed through two hoops of the foresail, and then hauled very tight by a number of men, and made fast. Belaying pins acted as a substitute for the physical gear, and then the music com-

bined, made quite an enjoyable evening. It was past 10 o'clock before they retired for the night.

Feb. 7th—This day also brought fine weather, with a light N. E. wind, which freshened a little at 8 o'clock. We then winged the vessel out, making good about 6 knots an hour. The men were not employed at any work to day, more than to take their turn at the wheel.

From 8 till 11 p.m. the men that usually sleep on deck, had a great ruff-and-tumble time of it, wrestling and tumbling each other about, and throwing each other's clothes around (of which some narrowly escaped going overboard), and did the best they could to see how much noise they could make. Whether it annoyed Neptune or not I cannot say, but the poor cook, who was trying hard to catch a wink or so of sleep, had occasion to go on deck and tell them of their annoyance. Whilst he was speaking his voice was drowned by the noise of those happy-go-lucky sailors. He retired again disgusted, and said that the mainmast would take more notice than those thoughtless men. He further remarked, more to himself than any other person, "that the morning watch would be minus their 4 o'clock coffee, for he wasn't going to turn out after being kept awake all night." But next morning,

Feb. 8th—The cook took no notice of the annoyance of the previous evening, for he was up at 3 a.m. and by 4 the coffee was hot and waiting for the watch as usual. I may say it would be against his nature to have stopped their early refreshments, for he is so good, that it would have hurt his feelings. This day was excellent, with a nice breeze from N. E., had all sail set and made good 6 knots an hour. The maintopmast staysail got torn, and was taken in at 2 p.m. for repairs. At 2:30 p.m. we winged the vessel out.

Feb. 9th—The weather was still fine; wind fair from N. E. We ran wing-and-wing with all sail set, and made good 5 knots an hour till noon, when it became calm. The hands were employed making chafing gear, and slushing down masts and booms.

About 7:30 p.m. whilst the men were grouped around leisurely on deck, wishing that a breeze would come, to take us to our destination, a booby, a large sea bird, happened to fly across our port quarter, but was suddenly checked by Thomas Pappenberger who was standing there at the time, when like an eagle snatching at its prey, he caught this bird by the wing and threw it to the deck, where it remained helpless. Its presence soon brought everybody to the spot, who enjoyed teasing it by poking it with sticks or throwing the tomcat at it; the latter being more frightened than the bird. It proved itself capable of biting, for whilst one of the men was in the act of picking it up, the bird bit him in the thigh leaving a scar; this caused him to drop it very quick, as well as to give it a wide birth thereafter. Whilst on board it got sick, at which time it was set free. It was a fine moonlight night and calm, and we were able to see the bird rest on the water when a safe distance from the vessel. Sunday,

Feb. 10th—Weather still fine with a light N. E. wind.

About 9 a.m. we were surrounded with porpoises, which soon brought all the hunters on deck, with guns and shell, who kept firing on them as fast as they showed out of water. Some were killed, and several others wounded. One that was badly wounded could not go far, and remained afloat. We were just lowering a boat to get it, when one of the hunters fired again, killing it outright, which caused it to sink instantly. Had it not been for that last shot, we

would have been able to live on "Hamburg steak" pretty freely.

Feb. 11th—Weather fine and calm, which continued throughout the forenoon. A light breeze rose from N. E. at 1 p.m. and by 2 p.m. it was again calm, which continued for the remainder of the day. The hands were employed tarring down the rigging and oiling decks. Nothing else worth mentioning for this day.

Feb. 12th—Very early this morning about 4 o'clock, we experienced a heavy squall with hard rain, which carried away the maintopmast staysail, tearing it from leash to leash. Both watches were called to shorten sail, but it moderated soon after and all sail set again at daybreak. The Mate, with the watch on deck, soon set to work and repaired the torn sail, after which it was again set. The weather continued fine throughout the forenoon with a light wind. But at 1:30 p.m. the long-looked-for fair wind came down on us from the N. W. like a bloodhound when it scents its victim, making the vessel heel over, whilst labouring under the quantity of well-set canvas, throwing a little spray over herself occasionally and cutting through the water at the rate of 9 knots an hour.

Most everybody appeared on deck at this time, each one looking cheerful over the vessel's rapid progress to her destination. Even the poor cook managed to gain the deck, and stood amidships leaning against one of the boats innocently watching the vessel's progress. He had not been there long when she shipped a heavy sea, close to where he stood, that drenched him to the skin. It caused quite a jolly laugh amongst those present, whilst the poor cook slunk away to his caboose like a half-drowned rat, little caring whether he was going to Yokohama or the North Pole.

Feb. 13th—Weather fine with a strong breeze from the North, having hauled from N. W. during the night, and the vessel making good about 9 knots an hour.

All hands happy—the general conversation being the talk of Yokohama, and what each one is going to buy and do, etc. They also talk quite freely of what schooners have been, or will be in on our arrival, and how many days it took such-and-such a schooner to make the passage, and wondering which one will do it in the least time, also whether any men have been lost or any accidents occured, etc.

Feb. 14th—First part of morning the weather was squally, with a strong wind from N. E. Made good about 8 knots an hour. By 9 a.m. the weather moderated, although a heavy sea was running, and at 9:30 winged the vessel out. About 2:30 p.m. whilst the man at the wheel was keeping the vessel off to avoid colliding with a heavy cross sea, the foresail jibed over with a thundering crash, carrying away the fore-boom tackle; while the foretopsail also carried away, which was afterwards sent down for repair. The block was soon replaced, and the boom-tackle was once more doing its duty by keeping the foresail from jibing. It was lucky that the fore-boom was triced high, or it might have done more damage from the force with which it went over.

Feb. 15th—Weather dull, with a light fair wind, the vessel being winged out and making good about 6 knots an hour. We repaired the foretopsail that carried away yesterday, and set it at 9 a.m.

Early this morning whilst the Mate was taking a walk round the deck, he secured two flying-fish, that must have flew aboard the previous night. Being pleased over his prize, he asked Ingleson to cook them for his breakfast, who replied, "All right." Breakfast

was served at 7 a.m., and in front of the Mate's place were those two fish beautifully cooked. The Mate felt proud, knowing that he was the means of having such a dainty dish present. Not being selfish, he let each man at the table have a piece, which, although small, was acceptable if only to test its quality. Our tomcat, aware that something unusual was around, came sniffing about wondering what it was that smelled so good. He was soon set at ease, for a plate of fish bones was set before him which he devoured greedily.

About 8 p.m. the wind hauled ahead, which resulted in our hauling aft the sheets. The hands not being otherwise employed, passed the time in making sinnet for their oars and rowlocks, which is used to prevent making a noise when rowing, on approaching sleeping seals. Wind light all day.

Feb. 16th—Weather fine with a light N. E. wind. At 6 a.m. it became dull away to the N. W., but this soon passed away and it became clear again.

About this time we were surrounded with porpoises, whilst the flying-fish could be seen very often flying around in every direction to escape their big enemies. The presence of these "sea-hogs," soon brought all the hunters on deck with their guns and shells, bent on great slaughter. "Bang, bang, bang," as if two vessels were engaged in an angry conflict, went the guns, as the hunters kept firing on the porpoises, killing some and wounding others. They are so quick that it takes a man with a keen eye and good judgment to lay one out, for they are not too easily killed. William Pourie, a hunter, who is about 22 years of age and is a big, strong man of about 230 pounds, is the best shot we have on board; the entire crew as well as myself admitting the fact, he having proved himself so many times while shooting from

the vessel. On this occasion whilst shooting at the porpoises, Pourie killed one which hardly showed out of water, and the way in which it was done was clever. He was standing right on the jib-boom dodging from one side to the other, as the porpoises were playing round the vessel, when quick as a flash of lightning, bang goes the gun, and Mr. Porpoise lay as dead as a log. The vessel was not making much headway, so we tried to gaff the body, but the gaff being too short and we not having a longer one handy, it floated astern only to become food for sea birds and sharks. Had we wanted the carcass badly we could easily have got it by lowering a boat and fetching it, but not thinking it worth while it was let go. Although Pourie is so big and heavy he is not clumsy, but can move around with the agility of an athlete.

Having been visited by flying-fish and porpoises I may as well give a short discription of them. The former, resembles a mackerel in shape and color, with the exception of the wings. They can only fly from 60 to 80 yards at a time, as their wings get dry and become useless; then they dive underneath and swim a considerable distance before coming to the surface again to fly. If the sea is smooth, it looks beautiful to see those fish flying, leaving a trail caused by the tail dragging along the water. I need not describe the porpoise, as they are numerous enough in our own waters and can even be seen in our harbours. One thing I must say, however, and that is they are good eating, and make a good change from the constant salt provisions we receive daily. The meat is a very dark red, and is more palatable if hung up for at least a week before cooking. When cooked it is very tender and tastes very much like liver. It is good for making "Hamburg steak." I have partly

described two of Neptune's subjects, and I will now finish the day by saying that the weather remained fine throughout.

Feb. 17th—Crossed the Meridian in Lat. 21, losing this day, making it the 18th.

Feb. 18th—The weather was beautiful, and hot, with a light N. E. wind. Made good about 4 knots an hour during the forenoon. During the afternoon it became nearly calm, but freshened again toward evening and blew strong. Had all sails set and made good about 10 knots an hour. Next day,

Feb. 19th—The weather was still fine with a strong breeze from the N. E., and made good about 9 knots an hour for the day. Lost the fan off our taffrail-log this morning, which was afterwards taken in and a harpoon log used as a substitute. The hands were employed trimming the vessel by shifting salt and heavy stores, so as to enable her to run well, and also to bring her up by the head; they were employed also setting up and tarring the rigging. Toward night it looked threatening, as if we might have dirty weather. The Captain remained on deck all night keeping a strict look out, owing to the appearance of the weather. Took in all light sails at 9 p.m., and about midnight a heavy squall struck us. The mainsail was instantly lowered halfway down but not reefed, and remained so for the night, as it showed no signs of moderating.

Feb. 20th—The wind continued strong from the N. E., and a heavy sea was heaving. About 9 a.m. we set the mainsail and flying-jib.

The Captain, who had been up keeping watch all the previous night, without having any sleep, did not turn out when called to his breakfast, but remained in his bunk till 9 a.m. Turning out about this time and feeling kind of peckish, he went to the galley and

asked the cook if he had anything left from breakfast. The cook replied, "No sir; but I will soon get you something ready," at the same time dodging about as if he was looking for somebody. The Captain not caring to put him to any trouble, said that a cup of coffee and a slice of raw ham was all he wanted, and then went off to his cabin, waiting the arrival of this curious order. The cook in the meantime seemed to have lost all control of himself, and had to ask me five minutes later, what it was the Captain ordered. On my informing him, he busied himself in its preparation; but when it was ready, he poured out a cup of stone-cold tea, forgetting that he had made fresh coffee. Correcting him of his mistake he said, "Now what do you think of me? I'm getting that crazy that they will be for appointing me to the lunatic asylum if I carry on like this." I laughed heartily at the remark; but finally after this delerious state of his, I was making my way to the cabin with a splendid cup of hot coffee and a nice slice of raw ham with bread and butter. The Captain seemed quite ready for it; and when finished he remarked "That it was out of sight," which I found to be true when I cleared away the empty plate and cup.

The wind increased toward night, with the seas running wild; the night watchmen, especially the man at the wheel, secured themselves with bowlines, to prevent being washed overboard, for the vessel was plunging heavily into the trough of the seas, whilst the seas occasionally broke over her. We were running right before the wind, and the seas chased on after. The Mate said that between the hours from 10 to 12 p.m. they narrowly escaped being washed overboard; whilst we were lucky in not having the deck swept right fore and aft, taking everything movable with it. Next day,

Feb. 21st—The weather was still squally, with a fair wind from N. E. Early, about 4 a.m., a heavy squall struck us. Had all sails set, and our main-topmast backstay carried away when it struck, which caused us to lower the mainsail. It moderated rapidly during the forenoon, although a heavy swell was running. About 9 a.m. it was discovered by one of the crew, that the mainmast was sprung, and as nobody had ever noticed it before, it left a doubt as to whether it was an old crack, or whether it was done recently. Toward noon the swell went down and it became fine, the sun shining bright. Set the mainsail and light sails at 1 p.m. and steered with free sheets making about 5 knots an hour.

The hunters had another gay time to-day shooting at porpoises, but did not trouble getting any of their carcasses.

Feb. 22nd—This day brought fine weather, although we had a strong fair wind from N. E. Averaged from 8 to 9 knots during the day.

During the forenoon we were again surrounded with porpoises, which were continually playing round the bows of the vessel. This gave the hunters a little pastime, who enjoyed the sport of shooting them.

The crew not being employed at any work to-day they took the opportunity to air and repair their best clothes, for the purpose of being ready to go ashore on arrival in Yokohama. It was amusing, especially to a landsman to see those jolly-o' sailors trying on each others clothing; wishing to know how they look in this hat, and that coat, and so on, which very often looks comical, especially when a weatherbeaten old tar tries on a piece of the latest pattern clothing and it doesn't fit either way, although he fancies himself fit to kill. I would like to be able to catch some of their comical remarks, in these cases, but through

being constantly employed working, I have to pass on without noticing it.

Feb. 23rd—Weather still fine, with the wind from N. E. We made good about 8 knots an hour. The hands were employed slushing down masts and booms, and other trifling jobs which go toward making the vessel have a clean appearance on arrival in port. Toward night it set in squally, and we took in all light sails, whilst the watch on deck remained handy in case of the necessity of reducing canvas in a hurry. Next day, Sunday,

Feb. 24th—The weather was still squally, with a strong N. E. wind. Before daybreak we were obliged to single reef mainsail and foresail, but as the weather moderated during the forenoon, the reefs were shook out, and all light sails set, About 4 p.m. the wind freshened again, and hauled to N. N. E. Took in all light sails, and toward evening, single reefed the foresail.

About 8 p.m. after the day's work was over, and we were all sitting together in the hunters' room, discussing the cause of our losing a day on crossing the Meridian, we were suddenly checked by the shipping of a heavy sea, of which no small portion came through the skylight of the hunters' room. There was a rush for the lockers, for we all had slippers on, and the water ankle-deep, rushing wildly from one side to the other, caused by the roll of the vessel. Poor Mr. Anderson who got his feet wet, wished the water somewhere else, and although he did not give vent to his feelings by language, his face looked like a thunder cloud, but later turned calm. Those who escaped a wetting had a good hearty laugh, and half an hour later the confusion was over, and the place once more dry, whilst the Meridian subject was decided, only to be followed by more questions of a similar nature which

were each answered in their turn. We finished our Sunday night's chat by 10:30, and then retired.

Feb. 25th—Weather squally, with variable winds. We had all sails set, and at 5 a.m. carried away the main-throat-halyards, which were repaired soon after. About 9 a.m. we were obliged to take in all light sails. The hands were kept busy hauling aft and slacking off sheets, owing to the contrary winds, which increased rapidly toward noon, resulting in reefing the mainsail and foresail. A large flock of pelicans flew past us to-day making for the N. E. The weather moderated during the night.

Feb. 26—The weather was fine, with a nice breeze from N. E. by N. Shook out all reefs and set all light sails at 7 a.m., and made good about 7 knots an hour. Nothing else worth mentioning to-day.

Feb. 27th—The weather was rough first part of morning, with a strong North wind, but by 8 a.m. it moderated rapidly, and was nearly calm by noon. About 1 p.m. the wind rose again and blew strong, and at 1:30 we reefed the mainsail and foresail.

About 5 p.m., whilst the vessel was going through the water at the rate of 7 knots an hour, we were followed by a number of porpoises, playing around the bows. This gave the hunters a little more sport, and they succeeded in killing three outright, whilst another, which must have felt the effect of a shot, leaped or breached as high a ten feet from the water, and kept going at a good rate; but showed up once too often and was at last killed. During the shooting some of the men stood by with gaffs in case a carcass floated handy enough to the vessel, but no such luck happened. Had we been badly in need of one, we could easily have lowered a boat and got it, but as we were making good time toward our destination, it was not worth while. [During the night the wind hauled to N. N. E. and blew very strong.]

Feb. 28th—We experienced a strong wind from N. N. E. and put vessel under close-reefed sails, with sheets hauled well aft, and steered toward N. W. by N. Weather very cold and dry. During the forenoon it moderated; we then shook one reef out of the mainsail, and toward evening it became fine, although a heavy sea was running. Shook out all reefs at 8 p.m. and set flying-jib; after which we made good about 6 knots an hour.

March 1st—Very early, about 2 o'clock, this morning the mainboom-toppin'lift carried away. We took in the mainsail and stowed it, and at daybreak the Mate with the watch on deck set to work repairing it, which they completed by 8 a.m., when the mainsail and light sails were again set. The weather was beautiful, with a very light wind from N. E. We only made from 2 to 3 knots an hour all day. Rove off a new wheel-rope this afternoon, and shifted stores from the after storage room to the main hold. Finished work at 4 p.m.; had supper at 5, and the remainder of the evening was spent in singing and dancing.

William Pourie and Pat. Conlon arranged to-day for a friendly boxing contest of six rounds, which was to take place on deck at 4 o'clock sharp, when work was finished. Pourie was on time but Pat. was nowhere to be seen; but finding him at last, Pourie asked him if he was ready for the mill; whereupon the latter answered, "No, but I will soon get ready," and also reminded him not to hit below the belt. This being agreed to, Pat. arrayed himself for the occasion. Ten minutes later he appeared on deck, with apparently as much earnestness as if he was about to encounter the great American champion fighter. But somehow or other Pat. must have forgotten (or perhaps never knew) where the belt was to be worn, for he wore a

hat around the rim of which his belt was placed, and as hitting below the belt was prohibited, it resulted in a draw without a blow being struck.

March 2nd—The weather was still fine, with a light breeze from the South, and we steered toward N. W. by N., making about 5 knots an hour.

When James Loveless turned out of his bunk this morning just before breakfast, he went on deck to see what the weather was like or if there was anything around. Bill Dominey came up soon after, and said, "What are you looking at, Loveless?" The latter answered, "I fancy I can see a schooner away ahead." This caused Dominey to strain his eyes in the direction that Loveless was looking, but not seeing anything he exclaimed, "Get away with you! there's no schooner ahead; it must be a bedbug crawling over your eyebrow, and you are trying to make me believe it to be a schooner." Loveless only laughed at this remark, and went below to breakfast. The subject being broached at the table caused a general laugh all round, followed by other jokes and funny sayings.

The wind changed to S. W. at 10 a.m., and we steered close on the wind. The hands were employed slushing down masts and booms, and doing other trifling jobs.

After the day's work was done, the crew passed away another pleasant evening, singing and dancing, Joseph Cederberg and Alfred Jones supplying the music. Mr. Anderson although past 40 years of age, joined in the dancing and proved himself an expert, for he was so light on his feet that we could hardly hear him. He is a comical old sort, always ready to join in any fun; or to sit down and tell his experience. If he notices anyone inclined to disbelieve him, he will express himself with such earnestness as would make a cat laugh.

March 3rd—Weather still fine, with a light S. W. wind, which about 7 a.m. hauled to the N. W. and soon became calm. This only lasted a couple of hours; then the wind freshened again, accompanied by hard rain, which lasted all day. Toward evening it blew hard, and at 6 p.m. we took in flying-jib, and reefed mainsail and foresail, and steered by the wind. About 10 p.m. the standing-jib carried away, which was afterwards taken in.

March 4th—Weather fine, and we steered by the wind, although strong from the N. W. Repaired the standing-jib, after which it was set.

About 9 a.m. we sighted a schooner to leeward, on the same tack as us, and apparently bound for Yokohama. The Captain took it into his head to run down and make her out, for which purpose all reefs were shook out and flying-jib set. An hour later we were only about half a mile off, and made her out to be the sealing schooner "M. Morrell" of Seattle. We did not go down to speak, but kept on our course toward our destination. During the afternoon the wind hauled to the North, and moderated toward evening. The men passed away the time in playing at cards, draughts, quoits, etc.

March 5th—This day brought fine, calm weather, and though all sails were set, they flapped limply for want of wind. During the forenoon all sail was taken in, and the hands were employed unreeving the main and fore sails, which were stretched and rebent, and afterwards set.

About 10 a.m. a turtle was seen from the vessel. We lowered a boat and tried to get it, but the turtle went under water, and wasn't seen again. The boat returned and was hoisted aboard and secured.

During the afternoon a light breeze rose from the N. W., and we then steered by the wind.

March 6th—The weather was still fine, with a light breeze from the N. W. At 9 a.m. it hauled to the N. E., and we steered N. W. by N. It hauled again at 6 p.m. to E. N. E., at which time we gave her free sheets and made good about 6 knots an hour.

The poor cook was sick to-day; but kept on his feet working as best he could. He was weak and looked topheavy. When he moved from place to place it was dangerous to be near, lest he should fall and measure his long, thin form on top of you, instead of on the floor, for he was obliged to hold on to something lest he should lose his balance.

March 7th—Weather still fine, with a light S. W. wind, and our course was N. W. by N. About 8 a.m. it became calm, which continued all the forenoon.

At 10 a.m. a shark was seen from the vessel. We enticed it close by throwing small pieces of pork overboard, and having succeeded in gaining his society, we prepared a trap for him. A stout rope with a running bowline was soon ready, which the Captain held over the side; but before this was of any use another rope, with a large piece of pork attached and a couple of iron bolts with which to sink it, was brought. The latter was cast over the side, and let sink a foot under water, and the other end made fast on board. Sharky soon followed for his prepared meal, and just as he snapped at the pork the Captain tried to pass the bowline under him, but it went right into his mouth instead, only to be bitten in two pieces. He also bit the rope with which the pork was fastened and escaped, having swallowed his sandwich composed of iron bolts and pork. Several shots were fired at him but to no effect, for he escaped uninjured.

March 8th—Weather still fine, with a light S. W. wind. Steered N. W. by N. with all sail set, and about 8 a.m. the maintopmast-staysail carried away, which

was instantly taken in and repaired. The work was done in a hurry, and not short of several homeward-bound stitches, and when completed it was again set. During the afternoon the wind freshened, and all light sails were taken in, and by 6 p.m. we were able to make good 8 knots an hour.

The crew amused themselves this evening, in various ways, such as testing their strength, climbing ropes hand-over-hand, and balancing themselves on tightropes. The latter was the most amusing, for it was sidespliting to see some of the clumsy fellows fall when they made an attempt to do this feat. I don't mean that the tightrope was erected aloft; no, it was just three feet from the deck; and the way they balanced was by lying on their backs across the rope, with legs crossed and arms stretched out as a balance. Two or three of the men proved themselves experts at this as well as the other athletic feats. After tiring themselves of this, they finished by singing and dancing; then retired for the night.

March 9th—The weather continued fine, although there was a strong wind from S. W. Had all lower sails set, and steered N. W. by N. ½ N., making good 9 knots an hour. As the day wore on the wind increased, and by 1 p.m. we single reefed mainsail and foresail. An hour later, it blew so strong that we were obliged to take in and stow the mainsail, and close reef the foresail. At 4 o'clock the wind hauled to the N. W., which was a head wind, at which time the vessel was hove to. On inquiring how far we were from Yokohama, the Captain said just 125 miles, and that if it was clear we would be able to see land, and land just 100 miles from Yokohama. After heaving to she rolled heavily, causing some of the stores to shift in the mainhold. The poor cook who has been more or less sick since he left Victoria, tinkered

around with hammer and nails doing his best to secure everything solid. Laying his hammer down for a while to get something, gives him a long search for it; he is so absent-minded he forgets where he left it. Presently a whole pile of boxes came down by the run, which made the cook so mad that he said: "Where the duce is that hammer? If I could only find it I'd throw it overboard!" After more than half an hour's search, he found it (but did not give it a watery grave), only to continue securing his stores. Not being a very good nail driver, he would manage now and then to come down on his fingers the words which followed the act I will not mention. He perspired freely when finished, and remained sitting in the hatchway till cool, after which he retired for the night.

The Captain told the watch to keep a strict lookout for land to the South'ard. Next day, Sunday,

March 10th—Brought dirty weather—raining and squally. At 6.30 a.m. we set single-reefed mainsail and jib, and steered N. by W. Sighted land at 7 a.m. bearing W. N. W., which we found to be a group of islands about 100 miles from Yokohama. We tried to weather them, but as we were fast drifting on shore, our course was altered to West, and then ran to leeward of them. The wind although strong, became stronger, and when under lee of the island we took in mainsail, and double reefed foresail. The islands were inhabited, as we could see houses, and fires which were burning in the open air, as we could see the smoke very plainly. In some places the land was low and level, which looked beautiful and green, and would be still more beautiful if a few European-built houses were situated in the midst, surrounded by large trees. We cleared the islands about noon, and then steered by our former course, N. by W. A couple of hours later,

a strong head-wind came up, which caused us to run back under the lee of the land. Here we remained, just sailing round in smooth water till 10 p.m., when the weather moderated and we got away, and by midnight it was calm.

March 11th—At daybreak this morning, we found ourselves about 15 miles from the islands, with fine weather and a light head-wind from the N. W. Had all sails set, and steered by the wind. About 7 a.m. the wind hauled one point in our favor and kept gradually hauling, so that by 9 a.m. we were able to lay our course. Passed several islands during the forenoon, which made it a pleasure for one to remain on deck and view the scene. The wind hauled ahead again, and the sheets, which were slacked off, were once more hauled tight aft. About 1 p.m. it blew strong, and not being able to weather one of the leeward islands, stood off and sailed to the leeward of it. We did not feel the effect of the wind whilst under its lee, but as soon as we cleared it we were obliged to shorten sail, taking in all light sails and single reefing mainsail and foresail. We were just able to lay our course, making about 4 knots an hour. Passed another island at 3 p.m., to windward, with a burning volcano, which was visible after dark, showing very plainly its bright red flames. At 8 p.m. we sighted "Cape Mara light," which was about 30 miles off, and is 60 miles distant from the harbour of Yokohama. At 8:30 it became quite calm, which made it a beautiful evening with clear moonlight and a smooth sea. Shook out all reefs and set light sails; but they were not of much use till midnight, when the wind freshened from S.W., giving us a fair wind up the straits.

March 12th—Very early this morning, about 2 o'clock, everything was full of life, for we were surrounded with Japanese fishing boats, two of which

came alongside. This soon brought the hunters, who did not care to sleep or seem to care whether those who have to work or keep watch slept either, on deck. They had all the lights burning in the cabin, enough to illuminate a large ballroom, whilst they kept cackling like a lot of rooks in a rookery, imitating the poor Japs., and laughing and making fun of their boats, or "sandpans," as they are called by the Japanese. We exchanged hard biscuit and meat for fish, which were cooked for breakfast, and enjoyed by everybody. Mr. Anderson, whose first visit this is to Japan, got so excited at all he saw, that he could hardly express his astonishment at the manner of the Eastern races. When he helped himself to fish, he said "I'm darn if I hav'nt just moved into another kingdom, and I wont know orn single soul whilst there is nor nother bit o' fish around. Aint that good fish? Bill," referring to Bill Dominey. "I would'nt change it—no I would not—for all the salt meat that ever was put up. Would you Bill?" "You are right, Anderson, it is good fish all right!" answered Dominey, and justice was done to it by both.

After breakfast those lucky hunters, who have nothing else to do, prepared to go ashore by giving themselves a respectable appearance; and then came on deck, to take in the sights on our way to harbor. Unfortunately when about 15 miles off it became, calm, which lasted till noon, and disappointed everyone; but they were soon made cheerful again, for a nice fair breeze rose at 1 p.m., allowing us to near the long-looked-for harbour at the rate of 6 knots an hour. We arrived all safe at 3:30 p.m., and anchored outside the breakwater.

Whilst on our way up, several Japanese boats managed to make fast to us; some with curios, while others brought visitors from several of the schooners

that lay in port, some of whom I knew. There was quite a ceremony of shaking hands; also questions concerning the voyage, etc.

About an hour after anchoring, there were not more than six men left on board; for the others had taken the opportunity to leave and go ashore. The cook arrived on board at 7 a.m., well satisfied with his previous night's leave, and had breakfast ready by 8 o'clock, composed of beefsteak, eggs, fish, etc. This finished, the Captain told him to go ashore and see the doctor, to find out if his complaint was in anyway serious enough to prevent him from continuing the sealing voyage. Complying with this order, he left for shore soon after dinner, and returned at 3 p.m. with the news that he was to be paid off and sent to the hospital. Thus we parted with our goodnatured old "chef."

March 14th—The weather was beautiful, with a light wind from the S. E.

Mr. James Dominey, formerly cook of the British sealing schooner "E. B. Marvin," of Victoria, B. C., was signed at the shipping office, Yokohama, as cook for the "Umbrina," and commenced duty on the evening of this date. He left the "Marvin" at his own request, with the intention of returning to Victoria; but after much persuasion by the Captain, and his brother, who is one of our hunters, he finally agreed to join us.

March 15th—The sealing schooners in port, both British and American, were as follows:—

British vessels that sail out of Victoria: "Umbrina" of Shelburne, N. S.; "Brenda" of Shelburne, N. S.; "Agnes Macdonald" of Shelburne, N. S.; "Ocean Belle" of Victoria, B. C.; "Charlotte G. Cox" of Victoria, B. C.; "Sadie Turpel" of Victoria, B. C.; "Diana" of Victoria, B. C.; "City of Santiago," "Vera," "Casco"

and "E. B. Marvin." The four last named were formerly American vessels.

American vessels: "Mattie T. Dyer" of Portland, Ore.; "Rosie Sparks" of San Francisco, Cal.; "Bowhead" of San Francisco, Cal.; "Jane Grey" of San Francisco, Cal.; "Ida-Etta" of Seattle, Wash.; "M. Morrell" of Seattle, Wash.

There were also two men-o'-war present, an English and a Russian. The English one was H. M. S. "Gibraltar," a protected cruiser of 7,700 tons, with a complement of 500 men. The Russian warship was named "Admiral Korniloff," a battleship of 5,500 tons, with a complement of 400 men.

March 16th—I paid a visit to the English warship to-day, where I soon found two of my old chums who were shipmates with me on board of H. M. S. "Warspite," when flagship of Vice-Admiral Hotham, C. B., on the Pacific station from the year 1890 to '93, in which I served two years and nine months, leaving at Esquimalt on Dec. 1st, 1892, at my own request, which was granted by Captain the Hon. Hedworth Lambton. Whilst on board the Gibraltar, I was shown all over, and soon learned that she was sent from England with relief crews for certain warships on the China station, and will leave a week after this date for Hong Kong and other ports, from whence she will return to England. Being thoughtful, I took on board quite an assortment of books, knowing full well they would be invaluable to those poor sailors, who travel from place to place, waiting months at a time for a mail; whilst other poor fellows get no mail at all. It was raining hard, and I was fortunate enough to have my umbrella.

The day after our arrival, we received a mail, which was welcomed, and resulted in a busy writing tournament to answer the same.

The crew enjoyed ample leave on shore, as well as paid visits to the several schooners that lay in port. The Captain gave every man money, so that it was an encouragement to land on terra firma, and buy a few trifling articles which a mariner generally needs after a long sea voyage. I went ashore and enjoyed myself thoroughly with all I saw. I engaged a carriage or jinrikasha as it is called by Japanese, in which I was driven all over the city, enabling me to see all the principal parts, which a person would never find if on foot, and not knowing his way about. These jinrikashas are small, and are driven at a rapid speed by men and boys, at the rate of 10 cts. an hour, or 1 yen a day, which is only about 65 cents a day American money. On,

March 17th—Mr. James Dominey and myself went on shore, and after engaging a jinrikasha each, were taken all over the city. As it was Sunday we went to Christ Church—Rev. E. Champneys Irvine, M. A., Rector. Being too late for service, we were shown around by the Japanese man who cleans and locks up the church, after services are finished. Everything reminded one of the English fashion, with its large organ, books, and choir settings. Satisfied with what we saw, we paid our men for driving us around, after which we went to the Royal Naval Club, where we met with several men-o-war's men. The place was cosy, and comfortable, and kept by an Englishman formerly of the navy. Here we remained and interested them in the sealing business, as they interested us with naval affairs, etc. Two hours later we wished them good night, and then returned on board.

During the afternoon the "Empress of China" arrived here from Victoria, B. C.

March 18th—I was lucky in getting a letter from my home in Plymouth, England, which came in the

mail brought yesterday by the Empress. She left to-day for Hong Kong and other ports.

Yokohama is a large seaport town, and is only 25 miles from Tokio the capital of Japan. It can always be seen with a large number of vessels of all kind, for every day large numbers ply in and out of the harbour, whilst the steamers make no small noise when whistling to warn small crafts to keep clear. The Japanese fishing fleet, which exceeds 300, looked very picturesque as they lay fishing, with their snow-white sails, especially when the glorious sun shone on them. On coming up the straits, forts can be seen on either side, showing it to be impregnable, as well as adding to the beautiful scenery of which it can boast.

During our stay we reprovisioned and took in water. We also got four new boats, and a large quantity of bamboo, with which to make gaffs and boat booms, etc. Finally, on

March 19th—After a weeks stay, we weighed anchor at 2 p.m. for the sealing grounds; but unfortunately, half an hour later the Captain discovered that he had left his clearance papers on shore, so the vessel was put about and a boat lowered, which in less than an hour was again alongside and hoisted on board, and we were again on our way out, steering South. At 4 p.m. we passed the British sealing schooner "Rosie Olsen," she being bound in. [During the night the wind became strong, and we took in light sails and single reefed mainsail and foresail, and steered by the wind as it was head.] Next day,

March 20th—The weather was fine, with a light breeze, and at 6 a.m. shook out reefs and set flying-jib. During the forenoon a Japanese trading junk passed us, bound for the islands, with provisions and stores. Toward noon, the wind breezed up, and we again reefed sails, and made good time.

March 21st—Weather dull, with a strong head-wind. We steered by the wind. Nothing else worth mentioning for this day.

March 22nd—Weather continued dull, with hard rain and strong wind. Toward night it blew very hard; so we took in mainsail, double reefed foresail and hove to.

Paddy, who had been employed taking in sails, when finished came to the galley and bawled out: "Hi, cooky! the old packet is laying eggs; I'll send them down directly for my supper. Have them nicely cooked; turn them, and garnish with potato peelings." The cook said that he would be only too glad to do him such a favor, provided he would send the eggs in time.

Now I must relate a little anecdote about an alarm clock, which was bought in Yokohama for the use of the galley squad. This piece of furniture is of great service to the cook, for if it was not here, the cook would sometimes make a mistake, by giving breakfast at 2 or 3 o'clock, or perhaps at dinner time, which would not be very suitable hours for our bold jolly tars. It is true it was an alarm clock, for it had a bell and springs to prove such, but the deuce of any sound would it give us when wound up. We did all sorts of things to make it speak, but still it would not do its duty. Being tired of its stubborness, we hung it up, with the idea of never hearing it ring. Later the vessel gave a few good rolls, when something happened. The rolling must have put a little life into the old clock, for it surprised us by letting off a loud ring, as natural as if trying to tell us that it was not seasick.

About 4 p.m. two of the fore-starboard boats shifted loose from their lashings, caused by the heavy rolling. The watch was soon called, and the boats were once more secured.

March 23rd—Weather bright, with a strong wind from North, and vessel lying to under double-reefed foresail and staysail. Set the jib at 1 p.m., and steered by the wind. Later about 4, the wind went down and the reefs were shook out and trysail set.

March 24th—The weather was beautiful and calm till 8 o'clock, at which time a nice breeze rose from the South'ard. This was a fair wind, and we took in trysail, and set mainsail and all light sails. About 9:30 a.m. we spoke the American sealing schooner "Edward E. Webster." She reported having secured a catch of of 130 seals up to date, and that she had spoken the American schooner "Allie I. Alger a week since, with a catch of 110 seals. After speaking she steered to the N. E. and we continued on our course. During the afternoon the wind increased, and the mainsail and light sails were taken in; the trysail was afterwards set and foresail single reefed.

March 25th—The weather was still fine, although a strong S. W. wind was blowing. The vessel was hove to under close-reefed foresail and staysail. Toward noon it moderated, and at 1 p.m. the reefs were shook out, and trysail and headsails set, after which we steered to the N. W.

Half an hour later a sleeping seal was seen from the vessel, and after bringing her up in the wind, with staysail hauled to windward, a boat was lowered. Unfortunately, before the boat was close enough, the seal awoke, and Pourie who was in the bow fired a double shot, trusting to Providence whether it hit or not, as it was so far off; but the seal escaped uninjured, and the boat returned. The trysail was afterwards taken in and mainsail set, and soon after, the boats were lowered for the first time this season. They had not been out more than an hour, when Tom. Cummings returned, owing to the boat being

in a leaky condition. He having seen only one seal, the Captain told the Mate to hoist the return flag, and by 5 o'clock all boats were secured on board, after which we steered E. by N. Took in mainsail at 6 p.m. Our catch for the day, was 7 seals.

March 26th—Weather dull, with a good breeze from N. N. E., and we continued steering E. by N

Early, about 5, the trysail was set, and breakfast was served at 6 instead of 7 o'clock, the usual hour

About 8 a.m. saw a sleeping seal from the vessel; lowered a boat, and Thomas Pappenberger whose watch it was, went in it and succeeded in killing the seal. During their absence all the other boats were prepared to lower, and cleared the vessel by 8:30. An hour later the wind increased rapidly with hard rain, causing the boats to return. All on board by 10:30 a.m. with only one seal, which was got in Wm Pourie's boat; the rest returned without any—or what is commonly termed by sealers "skunked." After all boats were secured, we steered North. About 11 a.m. the foremast-head band carried away. The foresail was instantly lowered, and the work of repairing quickly started, and when the work was accomplished, the foresail was again set. During the afternoon the weather moderated and became beautiful, and toward evening it was calm. Next day,

March 27th—The weather was still dull, with a light Southerly wind and a smooth sea. During the forenoon it breezed up, and blew very hard by noon. Whilst at dinner, the British schooner "Diana" crossed our bows. We just had time to hear how many skins she had (80) before she was out of speaking distance. We continued on our course till 6 p.m., when we double reefed the foresail and hove to.

March 28th—

March 29th—

March 30th—and

March 31st—The vessel remained hove-to, with variable winds.

Having been confined on board all that time without a chance of lowering boats, and not even seeing any seals, made most everybody anxious, cross and uncomfortable; especially those poor fellows who have to depend on what seals they get, to make wages; for if any thing should happen so that the boats did not get any seals, they make no money. It is different now to the four previous years, when hunters were getting from $3 to $5 a skin, and if seals were plenty, an average hunter could manage to secure a catch of 400 seals in his boat in a season. The boats' crews were given wages to the sum of $1 a day, from the time they left Victoria till they returned again, whether they went in the boats or not. Then there was another encouragement to the boats'crews; for in most cases, if a hunter did well, he gave both his men from 25 to 50 cents a seal, on the catch of his boat. But that is all over now.

Soon after dinner to-day the subject of sealing was dwelt upon, and its results at present. Two or three said there must be a "Jonah" on board to bring such bad luck. Then they talked of casting lots to find out who this "Jonah" was, and soon put it into execution. The Captain, who enjoyed this fun, cut enough ballots to go all round, and on each one was written some comical phrase, such as, "Good for clams," "Ring-tailed monkey," "Old keg-drainer," etc. I wont mention them all, as I don't think it is worth while. The Mate having drawn the ballot with "Jonah" written on it, caused a loud, long and hearty laugh; and he was for several days looked upon as an unlucky individual. "Good for clams" came to my lot, which caused another hearty laugh; and as each one drew, a good laugh was the result.

Soon after supper, a travelling seal was seen near the schooner, which was fired upon, but it managed to escape. Weather moderating and prospects good for lowering boats tomorrow.

April 1st—Brought a fine day, with a light N. N. E. wind. At daybreak we sighted a schooner to windward, which lowered her boats at 6 a.m. We set all sail with the intention of getting to the windward of her, but about ten minutes later a seal was seen sleeping ahead. We brought the vessel up in the wind and hauled staysail to windward; lowered a boat, and after killing the seal the boat returned and was let hang in the burtons. Through this delay, all intention of windwarding the other vessel was abandoned, and after lessening canvas we lowered boats, clearing the vessel by 8:30 a.m., and which returned at 6 in the evening with 27 seals. Next day,

April 2nd—The weather continued fine, with a light N. E. wind. Lowered boats at 5:30 a.m., which returned at 7:30 p.m. with a catch of 53 seals.

April 3rd—Weather dull, with a light S. W. wind. Saw two schooners; one to the windward, the other to the leeward, and both had their boats out. We lowered our boats at 5 a.m., and at 11 four of them returned owing to the scarcity of seals; the other three boats which had continued hunting, were now brought back by the hoisting of the recall flag. By dinner time, all boats were secured on board, and after setting the mainsail, we steered toward N. E. About 4.30 p.m. we spoke the windward schooner, which we found to be the American sealer "Anaconda" of Seattle. She was then lying-to under foresail, and staysail, taking her boats on board. We lowered a boat in which the Captain paid her a visit. He there learned that she had a catch of 115 seals, 5 of which she caught to-day. An hour later the Captain returned,

and hoisting the boat on board we continued steering to the N. E. Next day,

April 4th—The weather was squally, with a strong wind blowing from S. W. The vessel was hove to under foresail and staysail till 8 a.m. when a reef was put in the foresail; slacked off the sheet, and steered toward E. N. E. Nothing else worth mentioning for this day.

April 5th—First part of morning the weather was dull, with light fog, and a strong S. W. wind blowing. It moderated rapidly during the forenoon, and by 10 o'clock the sun was shining brightly, whilst the sea went down with the wind. Dinner was given at 11 a.m., after which we lowered boats, which returned again at 6:30 p.m. with 10 seals. As soon as the boats were secured on deck, we made for another sealing ground, owing to the scarcity of seals here. The wind hauled to the S. E. and our course was S. W. by S.

I may as well relate a little accident that occured to the galley squad this morning. About 10 o'clock our Japanese boy, who stowed away in Yokohama, and is now better known as "Jonnie," and myself, were comfortably pealing potatoes for dinner, and utterly ignorant of danger, we were suddenly disturbed by the falling of a pot of nearly boiling water from the stove, scalding both of us badly about the head, neck and back. I being the nearest, received the worst of it. The pot struck me in the back, while some of the scattered water went over the poor Jap. Although in an agony of pain, and nearly faint from the result, I felt sorry for the Japanese boy, who could not speak a word in English of his pain; but rushed wildly to a bowl of cold water, and commenced bathing the places where he had been scalded. He was suddenly checked from this as he was only making it

worse. I afterwards went aft in the cabin, where the Captain gave me some salve and clean white rags, and was soon doctored up; after which I laid down for an hour to relieve me of my faintish feeling. The Jap followed my example in lying down, although there was not much cause for his doing so. However we let him lay till supper time, when we asked Dick a Japanese sailor, to ask him if he was hurt much. Dick who can speak the English language very good told us that he wasn't hurt much, although he could do with a little sleep. His cuteness made us laugh, for if he was let alone, he might have stopped there a week. Wm. Pourie who soon heard of the accident came to the galley, and bawls out to the cook, "You scald yer kids, hey?" repeating it two or three times, in such a comical manner that the cook nearly fell dead laughing. He promised to do my work, while I rested, but as I refused this offer, he persuaded me, adding that I would feel much better for it. Next day,

April 6th—The weather was fine, with a light N. W. breeze. We had all sails set, and steered toward S. W. by S., with free sheets. Each hunter according to his boat-crew's watch, remained on deck keeping a strict lookout for seals. At 7 o'clock we got [illegible], and between the hours of 8 and 10 we secured two more, and another one about 10:30 a.m. The latter was a piece of smart work, and it was William Pourie who killed it. Pourie was fore'ard amongst the crew, having great fun with boxing gloves (knocking everybody out, as he called it), while the perspiration flowed from his brow freely, when presently a voice shouted, "a seal! a seal!" and Pourie who had his gun handy, snatched it up, and without taking aim, fired and killed the seal as dead as a door nail. A boat was lowered to fetch it, whilst Pourie continued his fun

among the crew. About noon our course was changed to E., the wind being nearly ahead, we hauled aft the sheets. Toward evening the wind increased, and at 6 p.m. we took in mainsail and head sails, single reefed the foresail and hove to. Next day,

April 7th—We had a strong wind from N. E., and vessel was still hove-to. Toward noon it moderated, and at 1 p.m. we set trysail and jib and steered toward the S. W.—having drifted for more than 60 miles since the time of heaving-to, owing to the force of the current that runs here. Hove to again at 6 o'clock and took jib in. Although cold, it was a fine, clear moonlight night.

April 8th—Weather very dull, with a strong N. E. wind still blowing, and vessel hove-to; but at 8 a.m. set jib and steered S. W. Fired at and killed two seals from vessel, and in spite of the heavy sea, a boat was lowered and we got them. It remained dirty throughout the day.

April 9th—The wind increased rapidly during the night, and was now blowing a living gale from S.W., having hauled from N. E. Early, at 3 oclock, we hove to under close-reefed foresail and reefed trysail. The barometer was down to 29-30, and it rained very hard till 8 a.m., when the dull clouds cleared away, showing the beautiful blue sky; whilst the sun shone out in all its glory, giving signs of a lovely day. The barometer rose gradually, and by noon it was nearly calm; but leaving a disturbed sea, which made the vessel roll badly. Sighted a vessel to leeward, at 3 p.m., with her boats out. Later, we got two seals from our vessel. The sea went down toward evening.

April 10th—The weather was beautiful, with a nice breeze from E. N. E. Lowered boats at 7 a.m., and at 9 we spoke the British sealing schooner "Arietas," the vessel that was in sight yesterday. They

lowered their stern-boat, and Captain Scarf paid us a visit. His boats were out hunting, so he could not stay long. He reported having 134 skins, 34 of which he got yesterday; and he further stated that he was going into Hakodate to fill water, expecting to leave for that place in two weeks time. Our Captain took advantage of this good opportunity, by writing a couple of letters, which he gave Captain Scarf, asking if he would favour him by posting the same on his arrival in port. The wind increased gradually, and by 10 o'clock all the boats had returned, with only four seals. Some of the hunters stated that they had seen a lot of travelling seals going to windward. It was impossible to get near them owing to the cross seas, some of which occasionally found their way into the boats, and kept a man continually bailing it out. After all boats were secured on board, we steered towards S. E. Next day,

April 11th—The wind was stronger from N. E., so we double reefed the foresail at 4 a.m.; but at 6 we shook out one reef again, and continued steering to the S. E.

April 12th—Weather fine, with still a strong N. E. wind blowing; but it moderated a little during the forenoon. At 8 a.m. we shook the single reef out of the foresail; took in trysail, and set mainsail and head sails, and kept steering to the S. E. From 10 a.m. till dark we passed through a lot of seals. Although it was too rough to lower boats, we managed to get 6 seals from the vessel during the day. The weather moderated greatly during the day, and next morning,

April 13th—The weather was beautiful, with a light breeze from S. S. E., having hauled from N. E. during the night. Lowered boats at 5:30 a.m., after which the Mate commenced repairing the band for

the mast head, which carried away last night for the second time this season. This work took him most all day, for it is no picnic for a man to be doing carpenter's and blacksmith's work when aloft, with the vessel all the time rolling. All boats, with the exception of one, returned at 6:30 p.m., the other returned a little after 8, with 61 seals all told. Took in mainsail at 9 o'clock, and hove to.

April 14th—The weather was dull, with a strong Southerly wind blowing, and the vessel hove to under foresail and staysail. Sighted a vessel to leeward at 7 a.m., and at 9 a.m. we slacked off the fore-sheet and steered to the N. W. Later the wind hauled to the S. W. and blew hard, with heavy rain. We afterwards turned over and secured boats; took in staysail and jib; double reefed the foresail, and hove to. Next day,

April 15th—The weather was fine again, and calm. Shook out all reefs; set staysail and jib, and lowered boats at 6 a.m., which returned again at 7 p.m. with 64 seals. One of the hunters reported seeing a vessel whilst out in his boat, but was too far off to make her out.

April 16th—The weather continued fine with a light S. E. wind, and the vessel lying-to under foresail and staysail. Set the jib at 6 a.m. and at 6:30 we lowered the boats. The schooner kept following the boats, steering close on the wind. About 10 o'clock the wind freshened, and by 10:30 all the boats had returned with one seal. This one was got in Mr. Anderson's boat—better known on board as "let-'em -bide" or "soul-case's" boat. After getting boats on board and secured, the trysail was taken in, and mainsail set, and we steered by the wind.

About 1:30 p.m. we sighted two schooners ahead, both with their boats out. We soon found one of them to be the "Penelope" of San Pedro, California

one of her boats having spoken us at 3:30 p.m. Her hunter asked how many seals we had; to which our Captain replied. He sailed away too quick for any further conversation, so we continued on our course, and half an hour later we made the other schooner out to be the "E. B. Marvin" of Victoria, B. C., lying-to under small canvas. Our course was altered, and we were soon running down to where the "Marvin" lay, with a view of speaking. It was past 5 o'clock when we got down to her, and she was then getting some of her boats on board. At 6:30 we lowered a boat in which the Captain paid her a visit, and there learned that she had a catch of 275 seals. She further reported having spoken eight schooners during the past week; among them was the "Allie I. Alger" of Seattle, and the "Sophie Sutherland" of San Francisco. We learned that the latter vessel had picked up a boat, with crew, who were out five days in the open sea, having got astray during a thick fog. I don't know what vessel the boat belonged to; because those that brought the news, did not think of asking.

During the absence of our boat, the mainsail was taken in, and as the wind increased we double reefed the foresail, whilst it rained to perfection in the meantime. Boat returned at 8 p.m., and after securing it on board, we continued steering by the wind. Next morning,

April 17th—We had a strong wind from S. W., and the vessel was hove to under double-reefed foresail, trysail and staysail. The rain cleared by 8 a.m., whilst the clouds cleared away, showing a bright sky and giving signs of a lovely day. By 9 a.m. the wind went down considerable; we then shook out reefs and set jib and flying-jib, and steered by the wind. About 9:30 we spoke the American schooner "Rosie Sparks" of San Francisco; a small vessel of 45 tons, carrying

four boats, and who reported having 120 skins on board. After speaking we continued on our course.

April 18th—Proved to be a fine and calm day. Lowered boats at 5:30 a.m., and at noon Wm. Anderson returned to the vessel with three seals; and after he and his men had had a good cup of tea, they left and continued hunting on another course. All boats returned at 6 p.m. with a total catch of 27 seals. One of the boats reported speaking a boat belonging to the "Rosie Sparks," who said that they had spoken several schooners lately, all which reported seals to be scarce, and which we ourselves admit to be the truth. The foresail which carried away to-day, caused by the constant flapping during the calm, was taken in and repaired. About 6 p.m. a light breeze sprang up from North; we then set the foresail, and after all boats were got aboard, we steered toward W. S. W. Took in trysail at 7 p.m.

April 19th—First part of morning was dull and calm. We lowered boats at 6 a.m. About 8 a heavy rain squall, with a little wind struck us; all the boats turned to come aboard, but as it soon cleared they continued hunting. It grew calm again, and remained fine all day. A light breeze rose from N. E. at 3 p.m. and at 4 all the boats returned with the exception of one, which was out till 6:30 p.m. One of the boats reported speaking the schooner "Herman" of San Francisco, but did not give any news of any consequense. 26 seals was the catch for the day.

April 20th—Brought with it dull weather with rain, thunder and lightning, and a strong breeze from S. E. About nine a.m. we saw a sleeping seal from the vessel; lowered a boat, but it was of no use because the seal awoke and escaped. After hoisting the boat in the burtons, where it was let hang, the mainsail and jib were set, and we steered by the wind. The

weather became fine toward noon; but as night came on the wind increased again rapidly. The mainsail and head sails were taken in, and trysail set, and foresail single reefed; after which the vessel was hove to.

April 21st—The weather was beautiful and bright although a strong wind blew from S. W. and a heavy sea running. Vessel hove-to all day under reefed foresail and staysail.

April 22nd—The weather was fine and calm, although a heavy swell was heaving. Lowered boats at 8:30 a.m. "Pat" who has been excused from duty this last week through having sore eyes, resumed work again to-day. Wm. Dominey returned to the vessel at 5 p.m. and reported that he had only seen 3 seals for the whole day, out of which he got 2. As there were no other boats aboard, he left again and continued hunting, returning again at 6.30 p.m. with another seal, making three for the day. All the other boats returned an hour later, with 27 seals all told. During the evening a light breeze rose from the South, and we steered toward the West.

April 23rd—The weather continued fine, with a light breeze from South. Set the mainsail at 5:30 a.m. and at 6 lowered boats; but they were obliged to tack at 10 o'clock, through coming in contact with the "Geneva's" boats, which were hunting on the reverse tack. The vessel was brought up in the wind, allowing the boats to get far enough on the other tack. Wm. Dominey passed close to us, as we were lying-to and bawled out that he had got 5 seals. As soon as the boats were far enough ahead we continued after them. About 4:30 p.m. we saw a sleeping seal; and the Mate, who was handy with the gun, soon killed it; threw over a small flagstaff to mark the spot, and then lowered the stern-boat, and soon got it. Hoisted the boat on board again, and continued following the

hunting boats. They all returned at 7 p.m., with a catch of 69 seals. Thomas Pappenberger, reported having paid a visit on board the "Geneva" which vessel spoke the Arietas" two days ago with 440 skins. The mainsail was taken in during the night.

April 24th—We had a strong wind from S. W. with heavy rain and the vessel was hove to. The barometer was very low, and at 7:30 we prepared for a heavy blow, turning over and lashing boats, and double reefing the foresail. It moderated a little toward noon whilst the sun shone out bright; but soon after dinner it was again dull with strong wind and rain, so we set the trysail and lay to for the remainder of the day.

April 25th—The weather was fine, with a strong N. W. wind blowing; heavy sea running, and vessel lying-to under double-reefed foresail and staysail. It moderated rapidly during the forenoon; and by 10 o'clock we shook out reefs; set trysail and jib, and steered toward the N. E. A little later the Captain came fore'ard to the galley, and told the cook to hurry dinner, as he wanted to lower boats. At 10:30 we got 2 seals from the vessel; at 11 dinner was given, after which boats were lowered; returning at 7 p.m., with the exception of Wm. Pourie's boat, who had gone on board the schooner "Arietas," one of whose hunters is a brother of his. Later the "Arietas" ran down to us, with Pourie's boat hanging in her buttons. It was dark at the time, so we had the pleasure of witnessing a grand display of fireworks which she constantly set up. We joined in the fun by sending up a number of rockets and roman candles, which caused no end of amusement. Pourie left the "Arietas" at 8:30 p.m., and a few minutes later was on board of us, with four seals, making the total catch for the day 44.

April 26th—The wind continued blowing strong from the N. W., and we steered toward N. E., under foresail, trysail, staysail and jib. Toward afternoon it set in squally; but moderated toward evening. We killed and secured one seal from the vessel at 4 p.m., and at 6:30 took in trysail and jib; reefed the foresail; wore ship and hove to.

April 27th—We had beautiful weather, with a light S. W. wind. Set sail at 5:30 a.m., and at 6 we lowered boats; which returned at 7:30 p.m. with 81 seals.

Mr. Anderson, who has been very unlucky during the past month, did very well to-day, by getting 13 seals in his boat—the "high" boat only had 15. He was very much excited, when telling us how he got them. He said: "I more than soaked it to them to-day! I knocked the soul-cases clean out of them! I told you I'd give them the proper medicine, when I come across them; and you bet yourn life I done it!" It was amusing to see his attitude when giving vent to his long experience of the day. He told us how they slept "Talk about sleeping—I never seed the like afore—they slept like logs; so that a boat could nearly row over them without waking them! And to see how they would coil themselves up in the kelp (or "kelup," as "let-em-bide" calls it), looking so innocent, that it seemed a sin to kill them; but you see I was not there to look for sin, it was seals I was after, and you bet I got some!"

April 28th—The weather was fine first part of the morning. Lowered boats at 6 a.m., and during their absence the Mate employed himself salting the skins that came on board yesterday; whilst the cook who was up very early, retired to rest and it was not long before he was sleeping peacefully. The Captain, our Japanese boy and myself were employed on deck taking

in and stowing the foresail, and other odd jobs such as can often be found on board of a sea-going vessel. About 10 a.m. a thick fog set in, and we kept the fog horn blowing, and fired the cannon occasionally, for the purpose of directing the boats toward the vessel.

In a case of fog setting in, when boats are out, all sail is immediately taken off, and the vessel let lie. If it was not for a cannon, or fog-horn, many boats would get lost, whether they took bearings from the vessel or not when leaving, as the vessel drifts considerably, caused by the currents and tide-rips which are often met with.

Four of the boats returned as soon as the fog set in. The fog cleared again at 11:30 and we were able to see the absent boats, although they were a long ways off. The Captain then ordered the flag to be set, which brought the boats back and all were on board by 1 p.m. All sail was again set, and we steered toward the West'ard till 2:30 p.m., when we lowered boats again. Whilst lowering, "Cockney" fell overboard, and, to prevent loosing time, I acted as boat-puller in his place, whilst he remained on board to change his clothes. I enjoyed the change, as the weather was warm and fine. We had not been gone long when Frank Apelgreen, who was steering the boat, lost his hat overboard; but we were not long in putting about and securing this piece of headgear; afterwards, continuing on our course. We returned at 6:30 p.m., and the other boats were not long in following our example, bringing 16 seals all told.

April 29th—The weather continued fine, and at 6 a.m. lowered boats, which returned at 7 p.m. bringing six seals; thus showing them to be very scarce. The wind, which was from the N. E., and light most of the day, gradually increased toward night; whilst

the barometer fell. At 8 o'clock p.m. we took in the mainsail and headsails; single reefed the foresail, and hove to.

April 30th—The wind was still blowing strong, but had hauled to the N. N. E. It increased during the forenoon, and at 10 a.m. we double reefed foresail, set trysail; turned boats over and secured them, and lay hove-to for the remainder of the day.

May 1st—The weather was fine, with a light North wind blowing, and we shook out reefs; set head sails, and lowered boats at 5:30 a.m., which returned again at 6 p.m., with 13 seals.

May 2nd—The weather continued fine. Although we knew seals to be scarce we were obliged to lower boats, for it was such a dead calm that the vessel could not go anywhere. The boats returned again about the same time as on the previous evening, with 15 seals. As the barometer fell gradually, and the wind kept breezing from the S. W., we single reefed the foresail at 8 p.m., and hove to.

May 3rd—The wind was still blowing hard from the S. W., and at 7:30 a.m. we double reefed foresail; set jib, and with a free sheet steered toward N. N. E. till 2 p.m., at which time we tacked ship and steered toward N. N. W. The weather moderated during the afternoon, and by 7 p.m. it was nearly calm. About 8 p.m. we hauled aft the sheet and let her lie-to for the night.

On the completion of this work, most of the hunters who were on deck, remarked that we were in good sealing water, when Bill Anderson's voice drowned all the rest, by bawling out: "You bet your life its good water! and I wouldn't mind betting orn dollar that I can smell seals or whales or some darn thing or other!" All being satisfied, they went below and retired for the night, expecting to have a day's hunting on the morrow. Next morning,

May 4th—It was very calm; weather dull, with heavy rain; vessel lying with all sail off, with the exception of the staysail. The forepeak halyards carried away last night, which was the cause of the foresail being taken in. Rove off new halyards at 8 a.m. and then set double-reefed foresail, although it was still calm. The rain cleared by 9:30 a.m., and a light wind rose from the North; and at 11 a.m. we shook out reefs; set mainsail and head sails, and steered by the wind, so as to get closer to shore; we being about 200 miles off the nearest land at present. It became calm again by noon; and as the mainsail kept constantly flapping, we lowered the main-peak as a preventive. The wind freshened again during the afternoon, and after hoisting the main-peak, we continued steering by the wind. We got three seals from the vessel during the day. About 8 p.m. the mainsail was taken in, and soon after it was nearly calm, while the vessel rolled heavily, caused by the heavy swell. Next day, Sunday,

May 5th—The weather was beautiful and calm. Set trysail at 5 a.m. and at 5:30 lowered boats. During the afternoon we lowered stern-boat, in which the Captain was hunter, the Mate boat-steerer and myself boat-puller. We saw plenty of seals all of which were very wild. We were lucky in getting one, which was killed while asleep; but it was just on the point of sinking, when I grabbed its flipper, with which I dragged it into the boat. The second seal we approached, the Captain killed as dead as a log; but unfortunately it sank like a rock. Three more seals were badly wounded, and although we gave a long chase they managed to make their escape. A torpedo boat could not catch some of them, let alone the clumsy box we were tugging around. It was laughable at times to see the Mate shoving on to a

supposed seal so cautiously, whilst the Captain stood in the bow of the boat ready to take aim, and send a dose of lead into it, and then find it is nothing more than a piece of driftwood we have been creeping on. We were fooled like this more than once, but could only laugh at the mistake. When we were about 4 miles from the vessel, we turned to go back, arriving at 6:30 p.m. The other boats returned between the hours of 8 and 9 p.m., with 101 seals, making 102 seals for the day's catch.

May 6th—The weather continued fine and calm, and we lowered boats at 5 o'clock. At 8 the Mate saw two sleeping seals about 200 yards ahead, so we soon lowered the stern-boat noiselessly. I did not take my place in her, for John Brewer, who has been suffering from rheumatism for some time past and excused from duty, wished to go for a little exercise. They had only been absent about an hour, when they returned to the vessel again, minus the seals, and the boat was hoisted and let hang in the burtons. The Mate told me how the seals had made their escape before the boat got within shooting distance; and he further stated how they were again fooled two or three times by creeping up on driftwood, which they took for seals when a long way off.

About 10 o'clock the Captain came fore'ard and asked me to make them up a lunch, as they were going out again and did not expect to return till 3 o'clock. Having packed a dainty lunch in a small box, and made some tea, they placed both in the boat and were soon away from the vessel, leaving me in full charge of the deck. During their absence I went aloft, and remained for half an hour in the fore cross-trees, from whence I scanned the horizon. Whilst there I sighted a schooner, bearing S. W. from us and about 6 milesa way, which I learned later to be the

"Retriever" of Yokohama; owned by Mr. Laffin, a ship chandler of that city.

About 1 p.m. Wm. Dominey came alongside putting on board 9 seals, and after he and his boats crew had partaken of some refreshments, they left again, and continued hunting on another course. The Captain returned at 3:30 p.m. with 3 seals, and as a breeze rose from the S. E. we followed on after the boats which had already set their sails. About 5 o'clock Bill Anderson came alongside; he looked so excited that we thought something was the matter. Presently the Captain said "Well, how did you do to-day, Anderson?" He replied, "Don't say a word—I more than struck them again to-day, and knocked the soul cases clean out of them—getting 28 all told. I more than struck a rookery—and if they had all been sleeping, I would bet my life I could have got 50! As true as the light;" he continued, "I never seed the like afore since I dropped into this kingdom—seals!—you bet your life!—seals where ever you look!" At the last sentence he was so excited that he flung his arms round, giving vent to his feelings in true shape; which made us all laugh so heartily that we nearly cried. All the other boats returned by 7:30 p.m., with 168 seals all told.

During the evening one of the boats belonging to the "Retriever" came alongside. John Derby was the hunter's name, whilst his crew was composed of a Kanaka and a Chinaman. Our cook who is acquainted with Mr. Derby soon gave me an introduction, after which we gave him and his crew a little refreshment. We passed away a pleasant hour in conversation, talking principally of sealing. He left for his own vessel at 8 o'clock which was only about 1 mile away. As soon as supper was over, we ran down and spoke her; lowered a boat in which the Captain, cook and

some of the other men paid a visit on board. They returned again about two hours later, bringing a large assortment of books, which were received with many thanks. The "Retriever" had secured 50 seals to-day giving her a total catch of 530.

May 7th—The weather was dull and cloudy although very calm. Breakfast was given at 5 a.m. and by 6 o'clock all the dull clouds cleared away, whilst the sun shone out in all its glory, giving promise of a fine day. A light breeze rose from W. S. W. at 6:30, and at 7 we lowered boats. The "Retreiver" was to windward of us with her boats out. About 9 o'clock our boats tacked, owing to the obstruction of the other schooner's boats whilst we on board brought the schooner up in the wind, till the boats were far enough ahead on the other tack, at which time we continued following. We saw the "Retriever" with her flag set, after we tacked, which caused her boats to return; then we saw her sail away for another hunting ground. All our boats with one exception returned at 6 p.m., and that one at 8 p.m., bringing a total catch of 33 seals for this day.

May 8th—The weather was fine, with still light W. S. W. wind blowing; lowered boats at 6 a.m., and at 11 a.m. the Captain sighted two sleeping seals. The vessel was instantly brought up in the wind, and the stern-boat lowered; we were not long in getting up to them, and when close enough, the Mate who was in the bow, fired, killing one outright and wounding the other. The later dived under water when disturbed, whilst we waited for it to come to the surface. We had not long to wait, when it showed up bleeding from the left side of its head. The mate fired again and killed it; but unfortunately it sank. The first seal that was killed, was let lie all this time, but was just on the point of sinking when I caught its flippers

with which I dragged it into the boat. We returned to the vessel again, and let the boat hang in the burtons, in case of seeing another seal, after which we continued following the boats. About noon the wind changed to S. E., and all the boats with the exception of two tacked; we tacked also, and at 3 p.m. sighted a sleeping seal. We lowered the stern-boat, but it was of no use; for the seal had awoke and escaped. All the boats returned at 6:30 p.m., with the exception of the two that did not tack; and as they were nowhere to be seen, the Captain grew anxious, as he was quite ignorant as to whether they had tacked or not. Anyhow he gave her all sail and steered in the direction where they should be, if they had not tacked. He then went aloft, taking his glasses, and would not have any supper till he had sighted the boats. After remaining in the for'ard cross-trees for over an hour, straining his eyes for a glimpse of the boats, he yelled out—"I can see them!" This good news put everybody at ease, for it was fast falling dark, and if they had not been sighted then all hopes of their return might be abandoned. They must have been fully twelve miles off when sighted, for we were running for two hours at about 5 knots, whilst they kept coming toward us. It was past 9 o'clock when they came on board, and they told us how they turned at 1 p.m. for the schooner, not knowing that the vessel had tacked; whilst the Captain was left in the same ignorance about them. They further told us how they had given up all hopes of seeing the schooner, and as they were together, they arranged to keep so, come what might. They had agreed that they would keep from eating and drinking anything till next morning when each one would share alike of the scanty provision, so as to make it last as long as possible. Fortunately they had not to endure this hardship

for John Friday who was Tom. Cumming's boat steerer, just happened to see the schooner, when they were about to turn to run for land, which was about 200 miles off at the very nearest. They had a fair wind to run to land, had they been compelled to do so. 70 seals was the catch for this day. (Thomas Cummings and William Edwards were the names of the hunters of the absent boats).

May 9th—The weather was fine, with a strong W. S. W. wind blowing; had all sails set, and steered toward the N. E., and got one seal from the vessel at 11:30. At noon the wind increased so, that we took in mainsail and head sails, and at 1 p.m. single reefed the foresail, and hove to.

May 10th—The weather was dull, with a thick fog; but by 6 o'clock it became clear and calm. Lowered the boats at 7:30 a.m., after which the Captain and Mate, with the galley squad's help, shook out reef and hoisted the foresail. Soon after, the repairs of the mast-head gave out again, which caused the foresail to be lowered, when the Captain and Mate set to work and repaired it once more. Whilst they were employed at this work, a thick fog set in; and the boats returned in the interval, but left again after partaking of some hot tea, etc. They finally returned for the day at 7 p.m. with 26 seals, all reporting the seals to be scarce. During the forenoon the foghorn was kept continually blowing and the cannon fired every little while. At 8 p.m. we set foresail, staysail and jib, and steered by the wind.

May 11th—The weather was still dull, with a strong S. E. wind, and we sailed toward W. S. W. under small canvas. We shot one seal from the vessel at 9 o'clock; and later, we had to single reef the foresail on account of the gradual increase of the wind.

During the forenoon quite a laughable incident

occurred. Whilst James Loveless, Tom. Cummings, and Wm. Anderson were forward looking out for seals, [illegible] saw something a long way off, which looked very much like a sleeping seal, and bawled out "Look up Anderson, get a gun, quick!" The latter, [illegible] excited, nearly used to fall over a few ob[illegible], but finally gained the cabin, and after taking [illegible] from its rack and a few shells from his ammuni[illegible], rushed on deck like mad, and was soon in [illegible] to send the lead where it was wanted. What he was absent after his gun, the others had found out that the supposed seal was nothing more than a small black tub. However they said nothing; [illegible] thought to carry out the joke; and as for Anderson, he was too excited to notice what it was. Presently they sang out in chorus: "Now stand by Anderson—stand by! Take aim quick!" He was just in the act of taking aim, when he detected what it was, and then turned his eyes in the direction of those two innocent individuals, who were looking on without a smile, although they were ready to burst. When their eyes met, Anderson looked as black as a thunder squall; whilst he let out a bushel of angry words, reminding them of their foolishness. "You are the biggest fools I ever saw; and I don't think I could find your equals if I was to hunt the whole darn kingdom! You never need ask me to get nor nother gun, for I wouldn't get one for my father—nor my Godmother To think those two eagle-eyed fools, would see a man break his neck, for the sake of getting a gun, to fire at a darn ol' tub. No as I said before, I'd never get nor gun, let them be seals nor tubs." But his fury was all over in 5 minutes, so that he could not help joining in laughing himself. Next day, Sunday,

May 12th—The weather was dull, with a strong S. W. wind blowing and we steered toward N. N. E.

under foresail, trysail, staysail and jib. About 4 a.m. a heavy squall struck us, at which time the trysail and jib were taken in; foresail double reefed, and vessel hove to. It rained very hard, which made it quite miserable; but by 8 a.m. the rain ceased, and the weather became fine. Lowered boats at 8:30 which were obliged to return at noon, owing to the wind increasing, with only two seals.

During the boats' absence, our tomcat amused himself in chasing round the vessel after a snipe, which kept pitching around the vessel. Tom's last chase was out on the jiboom, where he managed to claw some of the tail-feathers out, though the bird escaped.

After all the boats were secured, we set mainsail and head-sails, and steered to the S. E. By 3 p.m. it became calm, and the sun shone out brightly, making it lovely; but the wind freshened again by 6 o'clock, and we continued steering our course.

May 13th—This day the weather was beautiful, with a light South wind; having hauled from S. W. during the night. We had all sail set, and steered toward E. S. E. At daybreak we sighted a vessel ahead which lowered her boats at 5 a.m. As she was to windward, we did not lower so early, but kept sailing to get to windward of her; this took a long time for her boats had a good start. Whilst sailing, we sighted four seals; brought the vessel up in the wind; lowered a boat, and managed to get two of them. At 9:30 a.m. we found the schooner to be the "Geneva," one of her boats having spoken us at this time. The hunter said that they had a total catch of 750 seals; he also reported having spoken the "E. B. Marvin," with 612 seals, and that they had spoken the "Arietas," with 760 seals, the latter vessel then bound for Hakodate to reprovision and fill water. After speaking her we

continued on our course, whilst the "Geneva" tacked ship. Soon after dinner we lowered boats, which returned at 4:30 p.m. with 16 seals, making 18 for the day's catch.

Bill Dominey met with an accident, whilst out, by carrying away the main-boom of his boat, but as soon as he came on board, he made a new one.

Toward evening we sighted another schooner to leeward, but was too far off to make her out. Steered E. by S. all night.

May 14th—Weather was dull with a light breeze still from South. Lowered boats at 6:30 a.m., which returned at 8:30, owing to a rapid increase of wind, with only one seal amongst the lot. As soon as all the boats were aboard, we took in jib; single reefed the foresail, and steered toward E. S. E. At 4 p.m. we double reefed the foresail, and hove to for the remainder of the day.

May 15th—This day the weather was beautiful, with a good breeze from N. W., having hauled from the South during the night. About 9 o'clock the wind went down a little; and at 9:30 we lowered the boats, which returned again at 7 p.m., with 16 seals. During the absence of the boats, the Captain, Mate and the galley squad shook reefs out of the foresail, and set jib.

May 16th—First part of the morning was dull, foggy and calm; but at 8 o'clock a light breeze rose from S. E., whilst the fog cleared away, and we lowered the boats at 8:30; but soon after it was again calm, which continued throughout the day. During the forenoon we sighted a schooner to leeward, with boats out; but she was too far away to make her out. We got one seal in the stern-boat at 3 p.m., and after returning to the vessel let the boat hang in the burtons, in case of seeing another one. All the boats

finally returned by 8:30 p.m., with 35 seals, making 36 for to-day's catch.

May 17th—The weather was dull and cold, with a strong Easterly wind. About breakfast time, 7 a. m., we sighted two vessels to windward. They were both sailing in our direction, and about 8 o'clock we made out the nearest to be the "Arietas;" when the Captain ordered the flag to be set, to show that we wanted to speak. She soon answered by hoisting her flag, and when close enough, we lowered a boat, and the Captain and some of the crew paid her a visit.

Soon after our boat left, the "Arietas" lowered a boat, in which four of her men came aboard of us; who were welcomed in the best manner that could be expected under the circumstances. We gave them refreshments; exchanged books, and passed away an exceedingly sociable time. They told us that they arrived in Yokohama on May 5th, not being able to make Hakodate through constant head winds, and remained there four days; during which time they re-provisioned and filled water, which was the cause of their going into port. From the time she left, up to this date, she had only got one seal.

Whilst we were thus having such a good time, the other vessel passed between us; hauled up in the wind, and spoke. She was a whaler; a big checkered-side, barque-rigged vessel, named the "Charles Morgan," of San Francisco. She reported having five whales; also, that they passed through a lot of seals to the N. W., lat. 40° 30′ N., long. 144° 40′ E. After speaking, she continued on her course.

Our boat returned at 11 a.m.; bringing a lot of Yokohama papers, printed in English, giving fullest details of the Eastern war, and how it came to an end, etc. We had a lot to talk about afterwards, and also several points to argue over. After hoisting and

securing our boat on board, we continued steering to the S. W. We tacked ship at 3 o'clock; and at 4 the wind increased so, that we took in trysail and jib, and hove to for the day.

May 18th—The wind was blowing strong from S.W., having hauled from E. It was a miserable day; for it was raining hard, whilst a dense fog surrounded us. We lay hove-to under double-reefed foresail till toward noon, when it became calm; at which time the foresail was taken in to prevent its flapping and tearing the repairs of the foremast-head apart; while the trysail and staysail were afterwards set to steady her. About 4 p.m. the wind rose again and hauled to W. N. W., and we then set the double-reefed foresail; took in trysail, and steered to the S. W. About 5 p.m. we sighted a steamer ahead, quite a distance off. As soon as the Captain was informed of it, he came on deck, and with his glasses looked to ascertain what she was, and what course she was steering. On discovering this, the Captain ordered the reefs to be shook out, and head sails set, and steered on an off course; for the steamer would cross our bows, although a long way ahead, and we wanted to get as near as possible before she did cross. By and by, the Captain seeing that we could not get near enough to speak, hoisted and dipped his flag, which was answered from the steamer, but to no effect, for she passed and was soon out of sight. The vessel was afterwards brought up in the wind; head sails taken in and hove to. There were four more vessels visible, three to windward, and one to leeward; but we could not make any of them out. Next day, Sunday,

May 19th—The wind was still blowing strong from W. N. W., and vessel hove-to under double-reefed foresail. It moderated during the forenoon, and by 10 a.m. we shook out reefs; set trysail and jib, and soon

after dinner, lowered boats, although a heavy [illegible] was running. They returned again at 6:30 p.m. with 12 seals. It became calm toward evening, and remained so all night.

May 20th—The weather [illegible] and calm, and the vessel was rolling lazily from the swell that was gradually going down, with only staysail set. A light breeze rose from the [illegible] 6 a.m., at which time the Captain ordered all sail to be set, as it was his intention to sail to another sealing ground 15 miles distant. But as it became calm again directly, the boats were lowered at 6:30 a.m. Soon after they were clear from the vessel, we on board took in sail, stowed mainsail, and did such work as was required to be done, during the boats' absence. The boats returned at 8 p.m., with 31 seals. Later a light breeze rose from South, whilst a lot of black clouds gathered making it very dull. The wind increased so rapidly toward midnight, that the foresail was double reefed, and vessel hove to.

May. 21st—The weather was still dull with a strong Southerly wind, and the vessel hove to under double-reefed foresail and staysail all the forenoon. Soon after dinner we sighted a schooner ahead, and at 1:30 p.m. we made her out to be the "Rosie" of Victoria, B. C. We spoke her at 2 o'clock, and then lowered a boat, in which the Mate went on board to get some rowlocks, providing they could spare them.

Whilst on board the "Olsen" the Mate learned that they had spoken the sealing schooner "Agnes Macdonald" on April 27th, at which time she had a catch of 350 seals. They also reported having spoken the schooner "Brenda" recently, with 650 seals; also that the latter had to return to Yokohama with a sick man, during which time two of her men deserted.

Having secured more men she proceeded to sea, there to continue her sealing voyage on this coast. When finished she will again fill water and then proceed to Behring Sea, where she will finish the sealing season with spears, as the use of firearms is strictly prohibited in those seas.

After our boat returned from the "Olsen" we shook reefs out of the foresail, set trysail, and lowered boats. It was about 2:30 p.m. when they left, and returned again about 6:30. It was not fit weather to lower, as the wind was still strong, with a choppy sea; but the Captain heard somebody muttering about it moderating, and that the boats ought to be out. He soon took advantage of this half spoken remark, and satisfied their curiosity, doing the thing grand. I knew that there would be no picnic in a small boat in that weather; and whoever it was that uttered such a foolhardy remark must have been crazy. William Edwards was not out long before he carried away his mast, and was obliged to return to the vessel, when he spoke strongly against lowering in such weather. Soon after all the boats were aboard, the weather rapidly became worse, with strong wind, rain, and thunder and lightning. At 7:30 p.m. we took in trysail; double reefed the foresail, and hove to.

May 22nd—The weather was dull and calm. A light N. W. breeze rose at 7 o'clock; we shook out reefs, and set trysail and heads sails. The dull clouds all cleared by 8 and the sun shone out brightly, whilst the wind had increased rapidly, which the barometer had indicated. About 11 a.m. we turned over and lashed the boats; took in trysail and head sails; double reefed the foresail, and hove to. During the afternoon, we set trysail, and steered toward S. E. Saw plenty of travelling seals on the way. Passed close to the "Rosie Olsen" at 8 p.m. as she was to

windward and steering S. W., but did not speak as it was blowing too hard.

May 23rd—This day was fine, shook out reefs at 5:30 a.m., and set trysail and jib, and at 6 o'clock lowered boats. Sighted the "Rosie Olsen" again to leeward, with her boats out; and about 10 o'clock the "Arietas hove in sight, with her boats out. All our boats returned at 7:30 p.m. with 29 seals. William Edwards reported having spoke the "Arietas," and learned that they had heard from the schooners "Mermaid" and "Casco;" the former with 1200, and the latter with 1135 skins. After supper was finished, the Captain set up some rockets, to attract the attention of the crew of the "Arietas;" but finally came to the conclusion, as she was a good distance off, that they might think we had strayed boats for which we set up the fireworks.

May 24th—The weather was beautiful and calm first; but at 5 o'clock squally looking clouds formed to the S. W., which struck us about 7 a.m. The squall was nothing; it was but a hard rain which only lasted about an hour, and it was again fine. Set mainsail and jib at 8 a.m., and steered by the wind. Got one seal from the vessel at 4 p.m.

Although at sea and far from land, Her Majesty the Queen's birthday was not forgotton by the crew. This is her 76th birthday. Everybody respects her; so we wished her good health, and that the grace of God might be with her, and that she may long continue to reign in peace and prosperity.

May 25th—The weather was still fine, with a strong N. W. wind. This was a head wind for where we wanted to go, and were obliged to tack occasionally. It moderated during the afternoon, and by 6 p.m. it was nearly calm. Sighted a schooner to windward about two miles distant, making to the west'ard.

We kept close on the wind, to try and speak; but the wind was too light

May 26th—The weather was again fine, with a strong wind from S. S. W., and we steered toward N. W. under foresail, staysail and head sails. Set trysail at 9 a.m., and at 10 a.m. we got two seals from the vessel. About noon the wind hauled to S. W., so we hauled aft the foresheet, and continued on our course, but did not see any more seals for the day.

About 4:30 sighted a schooner, and after supper she was close enough to make her out to be the "Mattie V. Dyer" of San Francisco. Spoke her at 6 o'clock, and soon after lowered a boat in which the Captain paid her a visit. They reported having spoken several schooners lately; some of them are as follows: "Brenda," with 650 seals; "Jane Grey," 900 seals; "Annie E. Paint," 1100 seals; "Ocean Belle," 650 seals; "Casco," (not known); "Sea Lion," nearly 300 seals; "Mascott," (not known); "Pioneer," 580 seals; "Merrimid," nearly 1300 seals; "Rattler," about 270 seals. They reported the latter vessel having lost her First and Second Mates, whilst hunting seal in the sternboat. It was calm weather at the time; so it was supposed that their boat was capsized by whales and they drowned. They searched for them, but all to no effect. Our boat returned after an hour's absence, bringing some books and papers, which were given by the Captain of the "Dyer."

May 27th—The weather was still fine, with a light S. E. wind. Lowered boats at 8 o'clock. At 10 we sighted a schooner to leeward; at 11 sighted another one ahead, which we thought was the "Ocean Belle" through not having a foretop-mast, and only having a boat's mast in the place of maintop-mast. We were not long in confirming this opinion, for she came close enough to be made out; but she afterwards kept off

without speaking. Our boats were out, or else we would have run down to her. Our Captain was determined to speak if the "Belle" would, and so dipped his flag three times. The "Belle" responded in the same manner, and kept on her course. We afterwards sent up several rockets, which brought the entire crew of the "Belle" on deck to witness the scene. It looked very beautiful although it was daylight; but even this did not alter her course, for she kept on, on, on, and passed out of sight. An hour later our boats tacked, at which time the vessel was brought up in the wind; and when the boats were far enough ahead, we tacked and followed. About 5 p.m., we saw the "Ocean Belle" engaged in speaking with a schooner, which we learned later to be the "Annie E. Paint;" one of our boats having spoken her whilst out hunting seals. The men went aboard and learned that she had a catch of 1112 seals. All our boats returned at 6:30 p.m., with 22 seals. After all the boats were secured on board, every stitch of canvas was set, and with a fair wind from S. E. we steered with free sheets toward N. E., to continue and finish hunting on this course. By going N. E. we were going in-shore towards Shekotan, owing to the scarcity of seals off-shore.

May 28th—The weather continued fine, with a strong wind from E. N. E. Took in all light sails at 4 a.m., and altered course to N. E., steering with free sheets. The sea was smooth, and the weather very cold. About 11 a.m. we jibed ship, and then steered N. E. Sighted a schooner to leeward at 5 p.m. with all sails set, making to the S. W.; and at 6 p.m. we sighted land 9 miles distant and about 60 miles from Shekotan. We then brought vessel up in the wind, hauled sheets well aft, and steered by the wind, making S. E. Saw four seals to-day.

May 29th—The weather was dull, with a strong N. E. wind and hard rain; so we double reefed the foresail and hove to at 7 a.m. Early, about 5:30 a. m. we spoke the "Brenda," but as it was blowing hard did not exchange many words. Captain Locke just held his hand up, and asked our Captain if all was well; to which the latter just raised his hand, as a manner of satisfactory reply. She was soon a good distance off; and we afterwards saw her lying-to to windward, under reefed foresail and trysail. About 10 a.m. we turned over and secured boats. It was very cold; whilst the wind and rain continued throughout the day, making it most miserable.

May 30th—The weather was beautiful and bright, with a light breeze from W. N. W. About 7 a.m. we set trysail, and steered toward E. N. E. Soon after breakfast, Tom. Cummings went aloft as a matter of curiosity; but was not there more than ten minutes, when he bawled out, "A schooner ahead!" and ten minutes later, reefs were shook out; trysail taken in, and mainsail and all head sails set. The Captain wanted to speak; so as we gained but little after three hours sailing, we set the flag, and fired the cannon two or three times; but even this did not attract her attention, for she still kept on her course. At 1 p.m. we set topsails and gradually gained on her—she lowered her boats at 2:30 p.m., which gave us a chance to do so. The wind was so light that it took us till 7 o'clock to make her out; at which time her boats returned. Some had said it was one schooner; some had said another; but now all were able to read for themselves, "Bonanza of San Francisco." Spoke her at 7:30 p.m., and she reported having a catch of 900 seals; but lately had done nothing worth speaking about. Her Captain said that he had on board a boat with crew, belonging to the schooner "Emma Louise,"

having picked them up two months ago, after being absent from their schooner three days. He also reported having spoken the "Brenda," two days since, with 750 seals, and the "Mermaid," with 1150. After speaking, we steered by the wind.

I may state that to-day is my 24th birthday, which will ever be a memorable day to me. Several shots were fired from shot guns in honor of the day, which made all hands chaff me about it. Several wished me many happy returns of the day, to each of which I answered "thank you." The principal topic of the day was about me and my birthday. (The weather was beautiful and mild, which gave promise of a fine day tomorrow).

May 31st--The weather was again fine, with a light N. W. wind. We steered by the wind trying to get closer to Shekotan. About 9 o'clock we sighted the "Bonanza" again, to leeward, sailing before the wind. About noon it became calm; but it only lasted till 1:30, when the wind rose again from N. W. The Captain being convinced that there was little here; and what there was so very small that it would be profitless to fetch them aboard, our course was altered for off-shore, steering E. by S. to a hunting ground 400 miles from Shekotan. It became calm at 4 o'clock, and we lowered a boat and got a "mure" (a large bird that can be found in millions in-shore off Lower Kamchatka, Siberian coast), and the boat returned again half an hour later, as the wind had risen again, though very light.

About 6:30 p.m. we saw something a good distance off to windward, which looked very much like a sleeping seal. A boat was lowered and William Edwards was soon in the bow with gun and shells, ready to take the life of the supposed sleeping seal. On nearing the object, they found it to be nothing

more than a piece of driftwood; but Edwards, who is full of life and fun, thought he would have a joke and fool those on board. Creeping cautiously as if on a sleeping seal, they crept on this piece of wood, and when near enough Edwards fired a double shot, and then dragged it into the boat. It was mentioned on board more than once: "He has got the seal alright" -but how different it was, when he threw on deck the worthless piece of wood. Some looked at each other, and then laughed; whilst others did not know what to make of it. "Now what do you think of that devilskin," Mr. Anderson yelled out, "don't he take the biscuit? I wouldn't have believed the devil if he had told me it wasn't a seal! No, you bet your life I wouldn't—not if he come with all his iron-winged angels!"

Toward night the wind gradually increased, and and a light fog set in. Next day,

June 1st—The weather was dull, with a strong N. W. wind; and we steered toward E. by S., with free sheets, making good about 8 knots an hour. About noon our course was again altered for the land, as the Captain had come to the conclusion that he would not be able to run that distance and stay with the seals, as they had already started to travel to the North'ard; but owing to the wind increasing, we took in all light sails

June 2nd—The weather was beautiful and nearly calm, which continued throughout the day. We had all sails set, which flapped limply from side to side, whilst the vessel rolled lazily, as if she did not care to move any more.

During the forenoon we lowered a boat, in which some of the hunters passed a couple of hours, exercising themselves at rowing. They returned at dinner time; after which they left again, taking with them

guns and ammunition, with which to pass the Sabbath afternoon, bird-shooting. They returned again at 5 p.m., with six sea birds, four sea parrots, one booby, and one mure. These were enjoyed next day for dinner; and although not very much, each one had a taste and was satisfied.

About 7 p.m. a light breeze rose from the N. E., and we were once more making our way for Shekotan.

June 3rd—The weather was still fine, although very cold, with a nice breeze from E. N. E., and the vessel making about 6 knots an hour. About 7:30 a.m., we sighted three vessels ahead, close together. We ran down to them, with a view of speaking, and found them all lying-to under small canvas. The first one we spoke was the schooner "Diana," with 700 skins; next the "Edward E. Webster," 720 skins; then the "Winchester," with about 728 skins. While we were engaged speaking the "Webster," the men forc'ard from where I was looking on, started chattering like a lot of rooks, so that we could not hear a word that was spoken from the other vessel. Presently a voice from the crowd bawls out, "Order in court while the judge eats some beans." This remark caused a hearty laugh, which was only stopped when the Captain ordered a boat to be lowered, to which he and some of the crew paid them a visit. John Raggatt, who had acquaintances on board the "Webster," fell overboard whilst in the act of jumping into the boat, but cleverly swam clear of being jammed against the ship's side. On his gaining the deck, he shivered terribly from the cold; but was not long in changing his wet clothes, and put [illegible] afterwards strolled about as if [illegible] The staysail was hauled to [illegible] jib taken in.

[illegible], the "Diana" lowered

a boat, in which some of her men paid us a visit. They remained an hour, and passed a pleasant time. They spoke of several schooners, all of which had small catches; among them was the "Agnes Macdonald," with nearly 600 skins, of which Jack Matthews' boat is "high boat," with 90 skins. This goes to show that seals are scarce this year: for I know that Captain Cuttler is an experienced sealer, and his hunters are the pick of Victoria, B. C., all experts in seal hunting. They also reported seeing her two days previous to this date, with her boats out; and as they kept firing very often, the "Diana's" crowd thought that they had got among seals. But they learned different, when the two vessels were engaged speaking later in the evening after the boats were all returned, for it was forty-eight birds and one seal that was the cause of so much firing from the "Macdonald's" boats.

The Captain returned about dinner time, after which he ordered all sail to be set; tacked ship, and with fair wind, squared away for Hakodate, which is situated on Yezo Island. The cause of our going there, was to land a sick seaman by the name of John Brewer. Land was visible, bearing N. W. by W., and we steered W. by S. During the afternoon we made good about 7 knots an hour; but by 6 p.m. the wind went down, whilst rain and fog set in.

June 4th—The weather continued dull, with a thick fog and a strong S. W. wind. Had all sail set, with sheets hauled well aft. Three blasts were blown from the fog horn every five minutes, to warn vessels that we were running. About 2 p.m. the fog cleared, and the sun shone out brightly. It became calm at 3 o'clock, but the wind rose at 4 and gradually hauled ahead. The Captain ordered the pump to be shipped, and gave the men the privilege of using as much water

as they liked to wash their clothes, and clean themselves before arriving in port. Several took advantage of this, and the scene would have made a comical picture had a photographer been present with his camera.

June 5th—The weather was beautiful with a light head wind from S. We steered by the wind with all sail set. About 7:30 a.m. we passed several Japanese fishing and trading vessels. Sighted land at daybreak and the smell of its vegetation was something refreshing. At 10 a.m. it became calm, and the hands were employed shifting stores, and cleaning main-hold. This work caused a delayed dinner, which was not served till 1 p.m. The wind rose again at 2 from S. W and we again steered by the wind. The afternoon watch was employed slushing down masts; repairing rigging, and reeving off new gear. We got one seal from the schooner at 5 o'clock, and by 6 we were off "Akishi," about 30 miles from Yokohama Sighted two vessels to leeward; one lying-to under small canvas, and the other sailing with all sail set, on the port tack, but were too far off to make them out. The wind changed to the N. W. at 6:30 p.m., at which time we slacked off sheets and steered toward S. W. by W., making good about 7 knots an hour.

June 6th—The weather continued fine, with a light S.W. wind, having hauled during the night. It became calm again at 9 o'clock, and soon after dinner some of the hunters left in a boat to go bird shooting. They had not been gone more than fifteen minutes, when they were obliged to return again, owing to a strong S. W. wind. We did some good tacking till 3 p.m., when the wind moderated and the rain came down in torrents. The wind remained light all night; but the rain cleared at 10 p.m.

June 7th—The weather was fine with a light N E. wind, which hauled from S. E. early this morning.

[illegible] good about 5 knots an hour till 10 a. m., when the wind hauled ahead again and blew hard. [illegible] was light, one of the boats was out [illegible] hunters, and returned at the change [illegible] one seal and two large birds. The latter were cooked and eaten by those who most [illegible] the galley, and were enjoyed. About 7 p.m. a large steamer passed our bows, bound for Hakodate; while we also saw two Japanese trading junks, outward bound.

June 8th.—The weather was fine, with a light fair wind from N. E. It became calm at 8 a.m., and the hunters took another opportunity to see what they could get, and left in a boat taking guns and ammunition [illegible] to kill their prey. A light breeze rose at 8:20, and at 9 a.m. the boat returned, with one seal and four birds. Half an hour later the wind freshened, and although we had to go against a six-knot current, we were making good time. Land was visible on both sides; and we sighted two steamers to leeward, outward bound. Soon after dinner the port and starboard anchors were prepared for letting go, with ten fathoms of chain paid out for each. A thick fog set in at 2 p.m., which caused us to keep our foghorn blowing; giving three blasts every five minutes, as a signal that we were running. About 4:30 p.m., we could hear the foghorn, or "siren," which is situated on the port side at the entrance of the Straits of Tsugaru, blowing. We entered the straits about 5 o'clock; and at 7 p.m. the fog cleared, and we found ourselves about eight miles inside, with land all around. The Captain said that we were only forty miles from anchorage, but we might take a week to get there if we did not get a breeze to go against the continual 6-knot current. We were becalmed at 8 p. m., and gradually drifted out.

The men made themselves happy, by passing a couple of hours in singing and dancing; [illegible] practising at physical drill. Next day, Sunday,

June 9th—The weather was beautiful and clear with a light fair wind. We found ourselves only 14 miles from anchorage, having crept up well during the night. We were becalmed again at 9 a.m., and drifted out about ten miles before we had the wind again, which rose about noon from W. S. W.; we kept close to land to avoid the force of the current, and made good time.

Soon after dinner we sighted a schooner ahead, outward bound, and we soon made her out to be the "Sadie Turpel" of Victoria, B. C. When about a quarter of a mile apart, she took in light sails, and hove up in the wind, after which she lowered a boat in which her Captain and some of the crew paid us a visit. We were ready to throw a line for the boat to catch hold; but they bawled out that we were going too fast, and that they could not get alongside. We instantly took in all light sails, and brought the vessel up in the wind. The boat was soon alongside, and in a few seconds the visitors were on board. They looked happy, and were welcomed in good style; the usual ceremony of hand-shaking took place, and the well-known phrase "How do you do?" was often repeated. They gave us lots of news—much of which we had heard from other vessels. They spoke of several schooners having been in and out of Hakodate, during the last week, and now bound for the Copper Islands, to continue seal hunting. They also spoke of the disaster to the British sealing schooner "Walter E. Earle," which was lost, with all hands, in a severe gale, whilst sealing off the West coast of North America. They also gave us a clipping cut from the Victoria, B. C., "Colonist," giving the details of her

loss, and the names of her crew, which confirmed the statement. They also told us that there are at present twelve British men-of-war in Yokohama, among them being H. M. S. "Centurion," a first class battle ship of 10,000 tons and 14,000 horse power, with a complement of 650 men; and that H. M. Ss. "Caroline" and "Peacock" left here yesterday for Yokohama to join the fleet. After passing away a good sociable hour, they left for their own vessel.

Through thus speaking the "Sadie Turpel," we drifted out about seven miles; but we afterwards tacked, and steered direct for Yezo Island. About 4 p.m. we were again becalmed, and kept drifting out till 5 o'clock, when a light breeze rose, at which time we steereed toward the mainland, to meet the eddy tide. By 6:30 we were only one mile from shore, and then crept up gradually. The scenery was beautiful, in all its summer greenness; whilst pretty villages filled the valleys between the high mountains. While under the land, we hardly had wind enough to keep the sails from flapping; but as soon as we cleared it, we felt the effect of a strong head wind, when we took in all light sails and beat our way up, making some good tacks. About 10 p.m. we were struck by a heavy squall; we then double reefed mainsail, single reefed foresail, and kept a strict lookout, as we were among many dangerous reefs. The Captain remained on deck all night, and for most of the time kept the wheel, to avoid accidents. The wind went down by 11 p.m., and at 11:30 all reefs were shook out; we then steered by the wind till midnight, after which we hove to till morning.

June 10th—We found ourselves becalmed, and only eight miles from anchorage. The weather was fine and clear. Several steamers passed us; some bound in, and others outward bound. All hands not

working remained for the most time on deck, watching the small fishing and trading vessels plying to and fro. A light easterly wind rose at 8 a.m., and we gradually made our way in port, and at 12 [illegible] Mr. Cox, who is owner of the "Carlotta G. Cox" and has shares in other sealing vessels, came on board and was received kindly by Captain Campbell. Mr. King, who is an assistant to Mr. Laffin, ship chandler of Yokohama, came on board and piloted us up harbor. While the latter was performing this duty, Captain Campbell and Mr. Cox made themselves comfortable in the cabin. They were soon in deep conversation, at the same time enjoying the luxury of a cigar apiece. Captain Cox was asked to stay to dinner and accepted the invitation with thanks. About 12:30, before dinner was half through, we arrived all safe, and anchored about a mile and a half from shore.

Everything looked full of life, with the traffic of shipping; steamers loading and unloading, whilst the hard-working natives swarmed in the harbour with their small crafts. A custom house officer was put on board of us on our arrival, and remained till 6 p.m., during which time he sealed the salt-room, where our sealskins were stowed. Several visitors came on board; among them being men that had been left ashore from other vessels, some through sickness, and others through desertion. I am sorry to relate that they did not forget to bring intoxicants, which is the cause of much evil. We landed John Brewer, seamen, and placed him in the hospital, suffering from rheumatism. The men were employed scrubbing round the vessel's sides; after which they went on shore, each being supplied with money by the Captain.

June 11th—The weather was again beautiful, and at 8 a.m. a large lighter was brought alongside, in

which we landed our skins, and two tons of salt. When landed they were packed carefully in barrels with purple salt, by Captain Cox; from here they will be shipped to London, England, via C. P. R. After all the skins were clear from the vessel, the deck was washed down and cleared up. In the afternoon the hands were employed sending down the fore-topmast, and preparing for the fixing of a new mast-head band.

In the evening after the day's work was finished, The Captain gave the men 24 hours leave of absence in watches, that one watch would be aboard to do the work, while the other watch would be on shore. About 2 p.m. the weather became very dull, followed by heavy rain with thunder and lightning. The rain continued all night, making it very unpleasant for those on shore, in a place like Hakodate that never saw a sidewalk or pavement.

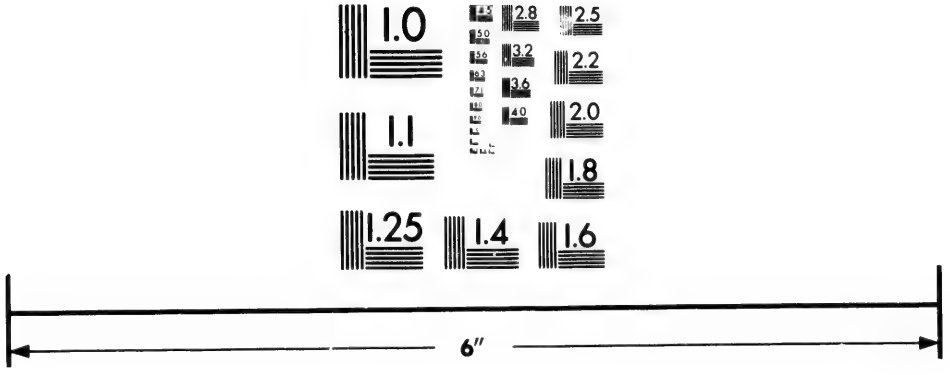
June 12th—The weather was still dull, but gradually cleared, and by 9 o'clock it was beautiful and fine. About 10 I went ashore on leave, and returned again at 6:30 p.m. Whilst ashore I visited the principal places in the City such as the British-Consul's house; the English and French Churches; the post and telegraphic offices, and the Japanese Students College; and also took considerable notice of the numberless shops, which are kept very clean by this hard-working race. I also noticed that the clothing, boots, fancy articles, and a great many other articles, are imported from England; and that everything of their own manufacture, is sold at a very low figure. I was alone and preferred it, so that I might stop and look at what I liked, and as long as I wished, and go just where I pleased. I went to one of the theatres, the admission being 30 sens, or 15 cents of our money, and was shown by one of the ushers where to go. Having ascended a flight of stairs I found myself in

what we would call the gallery in our theatres, but here it was the place for the more select people, as I soon found out for myself. The hall was large, and lighted by a large number of Japanese lanterns. It was well filled; and I should judge it to hold about 600 people. The pit was packed like sardines in a box, and they looked a rougher set than those in the gallery, where I was. The play had started before I went in, but from what I did see of it I should judge it to have been a tragedy. The most amusing part was during the intervals, when several men and boys were running around selling tea, rice, oranges, monkey nuts, etc. The noise they made was uproarious, and was only quelled, when the drums and cymbals, of which the band consists, began. After an hours stay I left, satisfied with what I saw. As soon as I came aboard James Dominey went ashore and returned at 9 p.m.; and after partaking of supper we retired for the night.

June 13th—The weather was beautiful and hot. The men on board were occupied taking aboard provisions, water and other stores. Finished the new mast-head band to-day, which work was done by Japanese workmen. The fore-topmast was afterwards set, and vessel prepared for sea. About 3 p.m. the sealing schooner "Golden Fleece" arrived, and anchored not far from us. A custom house officer was sent put aboard, where he sealed her salt room, as was done with us. (We heard later that she had a catch of 655 skins).

June 14th—Early this morning, about five o'clock, we were all aroused in the cabin and hunters' room, by three or four hunters belonging to the "Ocean Bell." They had hurried from that vessel as early as 4 o'clock, and as soon as they got aboard of us, they kicked up such a racket, that it was no use thinking about sleeping; for they started dragging us out of our bunks

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and took our bed clothes away, and doing everything for our relief. They were very eager to hear any news we could give them. They told us that they had arrived about midnight, and anchored 4 miles out; they also said that they had secured a catch of 1055 skins. They came off to breakfast, and looked as cheerful and happy as if they had just returned to civilization, after many years absence in foreign wilds. It was fun to see how they chaffed each other, and did everything they could to be pleasant. About 10 o'clock the "Rose" weighed anchor, and was towed closer in by the boats.

During the afternoon that I had the pleasure of making the acquaintance of Mr. Y. Musashi, a Japanese custom house officer, who can speak and write excellent English. He talked of his visits to several parts of Europe and America; and also spoke of the progress Japan during the last five years, and of the present Eastern war. He is well acquainted with the Rev. Mr. Andrews, the English minister at Hakodate, and is a believer in the Christian faith instead of the Idolatry which is practiced in his native land. I am pleased to be able to state that there are hundreds more who are followers of Jesus, in Japan, through the teaching and influence of Mr. Andrews.

About 11 o'clock we set sail and weighed anchor, and after sailing about four miles out, we anchored again. Soon after dinner, the Captain went ashore to see about getting three absent men aboard again. Failing to find them, he reported the same to the British Consul, and then shipped three new men in their places; making four new hands, counting the one that was shipped in the place of John Brewer, the sick man. The Captain returned at 6:30 p.m., with the new hands and his clearance papers. He then ordered all sail to be set and anchor weighed, and

with a fair wind we finally sailed for the Copper Islands, on the Asiatic coast; where we will continue and finish sealing for this season. Two hours after our departure it became calm, and as we were drifting toward shore, we had to lower and man three boats, and tow the vessel clear. One of the boats nearly filled with water when out about ten minutes; this was caused through the seams being opened by the excessive heat to which it had been exposed. It caused quite a sensation; but was soon hoisted on board, and another boat lowered in its place. About 11:30 p.m. we struck a breeze, when all the boats returned, and were hoisted and secured on board.

The city of Hakodate is situated on Yezo Island, and bears W. N. W. on going up the Straits of Tsugaru. It is noted for a strong fort; which can be seen at the mouth of the harbour. It is a noted fishing station; whilst across the harbour from the town can be seen large ice works, and large wharves where steamers and ships load and unload their cargoes.

During our stay in Hakodate, James Dominey went ashore; and with a note given to him was directed to the rectory of Mr. Andrews, where he expected to find letters awaiting him from a friend, a Mr. Somerton, a hunter on the sealing schooner "Pioneer." He engaged a jinrikasha, and was not long in reaching his destination; then descending he rang the bell, and was received in the kindest manner. He was asked to stay to tea and accepted the invitation with thanks. Mr. Andrews invited the Japanese man, who had drawn the jinrikasha, to tea also; after which all united in prayer, when Mr. Andrews prayed earnestly that we might have a pleasant and successful voyage and arrive home safely. The minister entertained Mr. Dominey by talking of his travels in Japan, and the manners and habits of its people,

[illegible] couple of hours; the latter then taking his [illegible] bade us good bye, who kindly [illegible] again to-morrow. Complying with [illegible] received at the rectory at [illegible] passed again passed a couple of pleasant [illegible] again asked to stay to tea, for which [illegible] Before leaving, Mr. And- [illegible] with several books and papers, [illegible] photographs, one of which is of [illegible] with a group of Japanese men who are [illegible] in the Christian faith.

[illegible]—Weather dull, with a thick fog, which [illegible] keep a strict lookout and blow the foghorn [illegible]. The wind was head, but the force of the current took us out of the strait; and when the [illegible] cleared at 7 p.m. we found ourselves close to the [illegible]. We tacked, to avoid going nearer; and soon after we sighted a schooner, which we made out to be the "Rosie Olsen," bound in. About noon we cleared the Tsugaru Strait, whilst the ship rolled and pitched heavily, through the heavy swell caused by the recent wind; but toward evening it became fine, and the swell went down.

June 16th—The weather was still dull, with head wind and rain. Steered by the wind, and about 11 o'clock we sighted a schooner ahead, lying-to under small canvas; we passed her at 1 p.m., and found her to be a Japanese schooner. Sighted another schooner at 3:30 p.m., ahead, with all sail set running wing-and-wing. About 4:30 we heard her fire six rounds from a shotgun, as a signal that she wanted to speak. We fired six rounds as a reply, and then hove to. Supper was served at 5 o'clock, which gave us plenty of time to finish it before the "Agnes Macdonald" would get within speaking distance. Supper finished most every body went on deck, to learn any news

that might be obtained [illegible] speaking. [illegible] "Macdonald" was about a hundred yards off, [illegible] Captain hailed her to heave to, as he wished [illegible] her; the latter complying [illegible] Captain [illegible] her fore and jib topsails, and after sailing [illegible] stern, hove to. During this time [illegible] in which the Captain went on board; and there [illegible] ranged with Captain Cutler to [illegible] should any arrive during his stay [illegible] ported having a catch of 709 skins; [illegible] are bound for Hakodate to fill water, and have any work that may be required done; after which they will go direct to the Copper Islands, and there hunt seals till it is time to make for Behring Sea, which will be open on the 1st of August, where they will finish the season hunting with spears. They reported speaking the schooners "Brenda" and "Vera;" the former with 785 skins, and the latter with 800. Our boat returned in an hour's time, and was hoisted on board; and we continued our course, steering by the wind. The "Macdonald" afterwards set all sail, and proceeded on her voyage.

June 17th—The wind was still head, and we steered by it till 9:30 a.m., when it hauled to the N. E., and we were able to lay our course; while the weather was fine, and the sun shone brightly. The hands were employed bagging up the salt that was used in curing the skins that were landed at Hakodate. It became nearly calm towards evening; but later, the wind changed to S. E., and freshened gradually.

June 18th—Weather mild but dull, with a strong S. E. wind. Steered toward E. till noon, when the course was altered to N. N. E., when we slacked off sheets, and set fore, main and jib topsails. An hour later, all light sails were again taken in, through an

increase of wind. Since 2 o'clock we made good ten knots an hour. Rove off a new fore-peak down-haul, a jib-topsail down-haul, and fore and mainsail halyards. Wind moderated at 4 p.m., and light sails were once more set; only to be taken in again at 7:30 p.m., owing to a rapid increase of the wind. Later, about 10 o'clock, the mainsail was taken in, and foresail double reefed, and after setting the trysail, we hove to for the night. Next day,

June 19—We had a strong gale from S. E., with vessel hove-to under double-reefed foresail. During the day the Captain distributed a number of papers to the crew, which caused a general reading all round; and those who could not read satisfied themselves by listening to others reading. Nothing else worth mentioning for this day.

June 20—This day was dull with fog and heavy rain, while the wind still blew strong from S. E., whilst we lay hove-to. Toward noon the wind hauled to S. W., and moderated; we then set trysail, staysail and jib; shook one reef out of the foresail, and steered toward E. S. E. By 5 p.m. it became calm, and the sun shone out bright and clear, which made it pleasant to be on deck. There was a heavy sea running, which caused us to roll badly, but it gradually went down during the night.

June 21—Early this morning we were lying-to under trysail and staysail, with the weather beautiful and calm. Soon after breakfast was finished, we lowered a boat, in which a couple of hunters left to try and kill some birds, to feed "Tom" and "Kitty," our two pet cats. Mr. Anderson who was more eager than anyone else, spoke, saying: "Tomcat must be fed; and I'm darned if I wouldn't as soon die in the attempt, rather than see it starve!" After an absence of two hours, they returned with nine birds; among

them was a large gooney, measuring 7 feet 11½ inches from tip to tip of wings. William Edwards made a beautiful tobacco-pouch out of one of the feet of the large bird; whilst the cook did justice to the portion given them. Anderson looked delighted to see the cats fed, and said, "Them cats wont know us for the next five years, for I'm darned if they don't think they have struck another kingdom." A light breeze rose at 1 p.m. from S. S. W.; so we set all sail, and steered toward E., with free sheets. It became calm again at 5 p.m., at which time we took in the mainsail to prevent its flapping. The wind rose again at 7 p.m., when we set mainsail, hauled aft the sheets, and steered by the wind.

June 22nd—Weather calm and dull; and vessel lying-to under bare poles. At 6 a.m., a strong wind rose, with rain; but the latter cleared by 8 o'clock. At 8:30 we set mainsail, foresail, staysail and jib, and steered by the wind; later the wind hauled to the N. E., and we were able to lay our course, and at 1 o'clock we were able to steer free; at which time we set trysail, which was taken in again at 3 p.m., on account of too much wind.

June 23rd—Very early this morning, about 3 o'clock, the kringle of the jib-sheet carried away; which caused the taking-in of that sail till daylight, when it was repaired and again set. The weather was fine, with a strong N. W. wind; and our course E. N. E., with free sheets. At 8:30 a.m. the wind hauled to the North, when we trimmed sheets. About 1:30 p. m. we saw a sleeping seal to windward, and after bringing the vessel up in the wind, we lowered a boat; but it was of no use, for the seal awoke and made off. After the boat returned, and was secured on board, our course was altered to N. E. by E.; and by 5 o'clock the wind hauled to the S. W., at which time

[illegible] and we made good about [illegible] hours.

June 24th—The weather was dull, with a light breeze from N. E., and our course by the wind. Had a soil set; and at 7 a.m. it began to rain, and about 10 it became calm, which lasted till 11 a.m., when the wind rose again from the N. E., and increased gradually. All light sails were taken in at 1 p.m.

Tom Cummings occupied most all the forenoon [illegible] and preparing his boat for sealing; and when finished it was turned over and secured.

June 25th—

June 26th—

June 27th—

June 28th—There was nothing worth mentioning for the past three days. The weather was dull, cold and miserable nearly all the time, with a strong head wind. Yesterday, we did get a couple of hours sunshine, so that it was pleasant to stop on deck, for a while, and get the beautiful breeze, after the long confinement below. It soon set in raining again, with thick fog, and the wind increased rapidly; so we double reefed the foresail and hove to.

All hands anxious to arrive on the sealing ground, as well as to receive mail from the "Agnes Macdonald." The men pass away the dull time by playing at cards and draughts; when not engaged at either of these, some pass the time by sketching, painting, or fancy-frame making. This is the fourteenth day out from Hakodate, and the constant head wind makes it tiresome for the men who have to depend upon what seals they get in their boats for wages.

About 7 p.m., whilst I was engaged writing in this journal, in the main hold, the cook and William Hickman being also present and deep in conversation; we were hailed by the Mate, who was keeping his

watch on deck, to hurry up and [illegible] the mistake. Certainly we, not knowing the difference, [illegible] and commenced looking around for it; we could not see anything. Being convinced that we had been fooled, we turned our eyes toward the cook, and found him laughing ready to split. It was too cold to stop on deck long, so we hurried below again, closed the hatch and lighted the lamp, and with a good fire, made ourselves comfortable. We made some tea, and enjoyed it and a long uninterrupted conversation.

Only those who have sailed in the "Panama" these two last seasons, can speak of her comforts from fore'ard to aft. Unlike most vessels that are engaged in this business, this one, I must admit, is a good home. She is well ventilated, and everything is kept clean. From fore'ard to aft she can truly be called one of the finest equipped vessels engaged in this business. On

June 29—The weather was fine with a light easterly wind, and smooth sea. The hands were employed to-day making "bag-wrinkle," or chafing-gear.

The galley was visited, by some of the hunters, where we enjoyed a comfortable chat together. Mr. Anderson who was present, made some very funny remarks, which kept us all laughing a good part of the time; the principal subject being the prospects of Victoria, B. C., and what each one will do on arriving there. The subject was afterward changed to the condition of Newfoundland, in its present state.

It became calm by 2 p.m., when some of the hunters left in a boat to go bird-shooting. They returned at 5 p.m., with thirty-two birds, out of which only eighteen were fit to cook, and they will serve for tomorrow's dinner. When supper was finished, as it was still calm, they left again for another slaughter;

... an hour later a light E. wind rose, which caused the boat to return. On their way back, they came across a sleeping seal—two shots from the gun, and "Sleeper" slept forever, and was not long in being robbed of its skin, which was soon put in salt. We also managed to secure a live pup seal. The captain took a great fancy to it, and wished to rear it. He washed it with some lukewarm water, and then put it into a large box with some old clothes to keep it warm. It was fed on condensed milk; but most of the time it remained restless and cried like an infant. So that it would not disturb anybody, we kept it in the main-hold, where it could cry to its heart's content. Next day, Sunday,

June 30th—The weather was beautiful and calm, and the sea as smooth as glass. Breakfast was given at 7 o'clock, and soon after a finning seal was seen from the vessel. We lowered a boat, and after a short chase, succeeded in killing it, when the boat returned. After throwing the seal aboard, they left again to go bird-shooting; and returned at noon with eighteen birds, mostly sea parrots. All hands enjoyed a good dinner from the birds that were killed yesterday.

I am glad that I can state in this book that we have a good, earnest Christian man on board, by the name of William Hickman, who always does his best at saying a few words for our Lord. This morning he read aloud in the forecastle the 7th chapter of Matthew, and afterwards sang several hymns, in which some of the other men joined. I thought that in was a great encouragement to the men, as well as pleasing to the Master. May the seed sown bring forth fruit, and lead many to the Lamb of God.

Soon after dinner, it being still calm, the hunters left again to shoot birds; but returned at 2 p.m., owing to a breeze rising from N. by E. This being

head, we steered by the wind. The afternoon passed quietly on board; and soon after supper seven or eight of the crew assembled in the galley, where they made themselves at home conversing chiefly on religious points and the progress of Jerusalem, till 9 p.m., when they dispersed and retired for the night.

July 1st—The weather was dull, with a thick fog, and head wind. Nothing else worth mentioning.

July 2nd—Fine weather, with a strong N. W. wind, so that we were able to lay our course; and with all sail set, made good about nine knots an hour. About 8 a.m., we sighted a schooner to windward, on the same tack as we were, and at 8:30 sighted the Siberian coast. Half an hour later, a heavy squall struck us; whilst a thick fog set in, hiding everything from view. Took in all light sails, and single reefed mainsail and foresail. The fog cleared an hour later, and we were able to see the schooner once more, far ahead, with all sail set. It moderated during the afternoon, and became fine; and by 8 p.m. we shook the reef out of the foresail, and set flying jib.

July 3rd—Weather beautiful and mild, with a light S. W. wind. About 7 a.m. it became dead calm; and some of the hunters lowered a boat in which to go bird-shooting.

Shortly after 7 o'clock, we were visited by a beautiful seagull of snow-white plumage, slate-colored wings, red feet and yellow beak; and so tame that a person could have picked it up without it attempting to fly away. The tomcat was brought and thrown down in front of it; but Tom did not seem to like this, and sneaked away to what it considered a safe distance, and crouched down, keeping its eyes steadily fixed on the bird. The gull having satisfied itself, with what it saw on board, flew away without permission, whilst the tomcat fell overboard in a vain

attempt to catch it. Tom proved a good swimmer, and struggled hard to scratch its way up the vessel's side, mewing all the while. It was such a pet, that there were soon a dozen men leaning over the side to catch it, and presently a rope was let down the side when Tom was not long in fastening his claws in it, and was soon safely on board. It was so very weak, that it could hardly bear up its own weight when walking to a place to be alone. The Mate, who is the cat's best friend, nearly cried when informed of Tom's condition; and dried it with a piece of his own clothing, after which he fed it. The seagull kept flying around the vessel; and one of the hunters was just on the point of shooting it, when he was checked by the Captain, who said it would be a pity and a shame to kill such a pretty bird.

About 10:30 a.m. the boat returned with eight sea parrots. Soon after they were aboard the wind rose, and gradually increased; so that with free sheets we made very good time. During the afternoon the hands were employed unbending the old, and bending the new foresail. Killed one seal from the vessel, which sank instantly. Saw two more during the day; but it would have been useless to lower a boat for them, as they were fast travelling for the Copper Islands. About 7 p.m. we sighted a schooner ahead, on the reverse tack to us, which we made out later to be the American sealing schooner "Winchester," of San Francisco. Spoke her at 8:30 p.m., our Captain hailing, "Where are you bound?" "East of Copper Island!" was the reply, and then we were out of speaking distance.

July 4th—The weather was dull, with a thick fog, and a nice S. W. wind; and we had all sail set, making good about 7 knots an hour. Fog clearing at 9:30, we sighted Cape Shipunski, thirty miles distant,

and the volcano "Juinanova," 8854 feet high with its snow-capped peaks mounting to the clouds, and sparkling in the rays of the morning sun. The volcano lies thirty-five miles inland. The cape is fifty miles distant from Petropaulski, Russia's naval and military station in Behring Sea, situated on the peninsula of Kamchatka. We were steering toward N. N. E., making for Cape Kronotski, the prominent cape of peninsula of that name. It is distant 130 miles from Cape Shipunski, where we expect to arrive tomorrow, and lower boats if the weather proves fine. Behring Island is 129 miles distant, bearing due West of Cape Kronotski, the southern cape of the peninsula of Kamchatka, lat. 53° 7′ N., long. 160° 9′ E. It is noted for its fortress, in which long-termed prisoners are kept; also noted for salmon and birds in abundance. The weather continued beautiful, after the fog cleared.

July 5th—and

July 6th—There was nothing worth mentioning; except that we were shut in with thick fog, and that the winds were light. Next day, Sunday,

July 7th—The weather was beautiful and clear, with light S. E. wind. Had all sail set, and with free sheets made good 4 knots an hour. We were surrounded by birds at times, and the hunters took a great delight in shooting them. Several of them were killed, and we tried to gaff some of them from the vessel, but failed. We afterwards lowered a boat, with a long stout rope attached, and towed it astern for the purpose of picking up the birds that were killed from the vessel. This proved very unsatisfactory; for although there were over fifty birds killed, not one came near enough to be gaffed from either schooner or boat. The boat was going zigzag most of the time, caused by the peculiar steering of the

vessel, which certainly could not be helped, because the helmsman did not bother looking at the compass much, for he preferred viewing the sport that was going on. Finally after a couple of hours of failure, They returned to the vessel without any birds. Dinner finished, the boat left again; but instead of being towed astern, kept ahead of the vessel, and when they returned again at 5 o'clock, supper time, they had eighteen murres. With the exception of this Sabbath sport, the day passed pleasant and quiet on board.

July 8th—The weather was dull, with a thick fog, and a light S. E. wind. Later it became brighter, and by 9 o'clock the fog cleared, when we found ourselves only a mile and a half from shore, near Cape Stelbovi, and the noted "Sea-lion Rookery," lat. 56° 40′ N., long. 163° 20′ E., the greatest in Behring Sea. We crept slowly along by the shore, which looked very beautiful with its green and snow white patches; and here and there, some very low land, which was level enough, to make an excellent park. Just about dinner time we jibed ship, and kept off shore, going just about 3 knots an hour. Dinner finished, the Captain gave some of the crew the privilege of going ashore.

For this purpose two boats were lowered, in one of which I had the pleasure of going. The names of the men in the boat with me, were: Bill Dominey, Bill Anderson, Bill Edwards and Alfred Jones. In the other boat were: Bill Pourie, Tom Cummings, John McCall and Minematsu Sayetsugu, a Japanese sailor. We cleared the vessel and made sail, and with a nice breeze, soon reached the shore. We saw several hare-seals and sea-lions, but made no attempt to shoot them. As we neared the shore, we lost the wind; so we were obliged to lower the sail and pull in. Thousands of birds of all species perched on rocks, met our

gaze as we came closer in; whilst the seagulls looked beautiful with the sun shining brightly on their snow-white plumage. William Dominey who steered our boat, passed through several reefs, and secured a good landing. All the others had prepared themselves with sea boots, etc.; but poor me had not given a thought to this, and made off in a hurry, so the first thing I knew, my shoes were filled with sand, which made it uncomfortable when walking. It was not long before I again found the need of long boots; for we had to cross several swift-running brooks. Alfred Jones was kind enough to carry me over each one, on his back, and we narrowly escaped falling into one of them. The chief reason for going ashore, was to get mures' eggs, which are good at this time of the year. After roaming about for an hour, without finding even the shell of an egg, we turned to go aboard; at which time the vessel jibed, and sailed to meet us. On hoisting our boat on board, the head-strop carried away, causing the boat to fall head first with a terrible crash into the water. Twenty-five gun-shells were lost overboard; and had the stern not been lowered immediately, we would have lost a rifle and shot gun also. A handy-man was not long in placing a new strop; after which the boat was hoisted safely on board. We afterwards tried to sail Northwards, and the wind being ahead, were obliged to tack; but did not make much progress, owing to the strong current.

Soon after supper, we again lowered two boats, William Pourie, Tom Cummings, John Raggatt and Albert Schweickhardt going in one, and William Dominey, William Anderson, William Edwards and myself in the other. It was nearly calm, and we were bound for an island four miles distant, known as "Sea-lion Rookery," and from there to another island three

12645

miles further, where we expected to get a boat load of mures' eggs. The Captain drew out a sketch of the land and position of the islands, as a guide, and we went fully equipped; for it was our intention to stay ashore all night; sleep the best way we could, and to load the boat with eggs next day. We took lunch boxes with ample food, and plenty of water; also guns, rifles, ammunition, knives, hatchets, matches, and every thing else required, even if we should be compelled to stay longer than we expected. Mr. Anderson was good company, for he kept us laughing most of the time with his comical sayings; telling us how he was going to make a living sacrifice of something, when he got ashore, and that he would turn over the whole kingdom. He kept talking all the time; but also worked hard with a pair of oars, which caused him to perspire so freely that he was obliged to take his hat off. He continued the conversation, saying: "I wont know orn single soul, till I have eaten two hundred dozen of them mures' eggs, and half a dozen mures to finish off with, which will just give me an appetite for breakfast;" and so he kept on all the while he was in the boat.

About an hour after leaving the vessel, we were about a hundred yards off the first island, which we found to be thickly inhabited by sea-lions, and the continual roaring of these numberless animals, put one in mind of a sawmill at work. We fired in among them freely with rifles and shot guns, killing several of the largest, which kept tumbling into the water from the slippery rocks. It was laughable in one sense, yet pityable in another, to see the older ones tumbling over the younger ones which looked so frightened. I found out that the large ones were not easily killed; for after sending two bullets into one, from a rifle, it shook its head like a dog after coming

in from the water, and took no further notice. After killing about fifty of them, we landed; and then climbed about twenty feet of slippery rocks, and from there found the interior to be nothing but a deep open valley, in which there was a very large and deep pond, filled with these animals. The little ones were frightened when we came close to them, so we petted and carressed them, but they did not seem to appreciate it. A large bull, which I should judge was king among them, was lying down quite peacefully; he did not move, nor seem to mind our presence at all, or be aware of danger. He was soon disturbed from his quiet repose, by a bullet from William Edwards' rifle; but was not killed till five bullets were put into him. Being convinced that he was dead, we all went to examine his carcass. Without exaggerating, I am sure it would weigh about two and a half tons. We tried to cut off its head, but this was a hard task; for its skin alone was two inches in thickness, and we had not the proper tools, for it would require a cross-cut saw, instead of knives and hatchets such as we had brought. Presently the sky was covered with black clouds, followed by wind and fog. The schooner was abreast of us by this time; and one of the men who was viewing her from a high rock, shouted, "the flag 's up," which resulted in our returning to the vessel, instead of continuing our excursion. Before leaving we killed four of the young sea-lions, and brought them aboard, for the purpose of making a couple of pairs of sea boots out of their hides. Roughly speaking, I should say there were from six to eight thousand sea-lions on the island; a great sight; and many a person would give a considerable sum of money to be in a position similar to ours on that occasion. We arrived on board about 9 o'clock; after which we took in mainsail, and kept off shore. It was late

before we retired that night, as we were all deeply interested in conversing about what we had seen. We had many questions to answer, from those who stopped aboard; whilst they seemed as well satisfied with our description of what we had seen, as though they had been ashore themselves.

July 9th—The weather was beautiful, with a light South wind; we steered by the wind, and kept further off shore. Lowered two boats at 9 a.m., which kept ahead of the vessel shooting birds. They returned again at dinner time with thirty-one mures. These were cooked for supper and enjoyed by everybody; while the two cats were not forgotten, and did justice to what was given them.

The "sealing-watches" commenced to-day; which means that two men remain on deck, instead of four, which is the case during sea-watches. It also means that whilst on sealing grounds, and not sailing or shifting, only one man at a time is necessary on deck. The Captain also gave the cook orders, to give meals according to the routine of the sealing grounds.

July 10th—Weather still fine, with a light S. W. wind. Breakfast was given at 5 o'clock, and at 6 we lowered boats. Sighted a vessel at 10 o'clock bearing South from us, and on the port tack; she passed us at noon, but was too far off to speak. We sighted another schooner at 2 p.m., bearing E. S. E., and sailing right for us. Four of our boats returned at this time. We made out the approaching schooner to be the "Willard Ainsworth," of Seattle; and when she came within hailing distance, our Captain spoke, asking how many skins they had. They replied 1227; also stating that they had spoken the "Ida-Etta," a few days since, with 550 skins. Her Captain asked how many skins we had, and the reply was 1200; he also inquired if we were going into Behring Sea,

and our Captain said that he didn't expect to. Having finished speaking, she bore away to the N. W., making toward the land. By 4 p.m. all our boats had returned and been hoisted on board, bringing but two seals; thus showing them to be very scarce, and it is even surmised on board that they have not yet left the rookeries. We learned from one of the hunters, that the other schooner was the "Mary Taylor," he having passed close to her whilst out in the boat. Sighted another vessel to leeward at 4:30 p.m., on the same tack as us; and at 7 p.m. we took in mainsail and head sails, and hove to for the night.

July 11th—and

July 12th—On this and also the previous day the weather was fine, with changeable winds. Lowered boats each day but did not get any seals. One of our boats spoke a boat belonging to the "Mary Taylor." They asked whether we had seen the schooner "Pioneer," which vessel is to bring them an outfit of provisions. They said they have been here a month, during which time they were anchored for five days in shore, waiting for the time when the seals would leave the rookeries. Some of the men went ashore whilst anchored, and had a great time; succeeded in killing six bears, and several sea-lions and birds. We saw four other vessels around during the day; and spoke one, the "Borealis," with 813 skins. She lowered a boat in which her Captain and some of the crew paid us a visit. They told us how they lost a man overboard, one dark night, when off Cape Flattery; that there was a strong wind blowing, with a heavy sea, whilst the vessel was making 8 knots an hour. Everything was done to rescue the poor fellow, but all to no purpose. They also told us that they were going to Behring Sea to finish the sealing season with spears. After staying for about two hours, they left, taking

[illegible] we had collected to- [illegible] them. Half an hour later they low-

[illegible] this day the weather was dull with [illegible] was given at 4:30 a.m., that in [illegible] clearing the boats would instantly be low- [illegible] slight from the South, but gradually [illegible] the day. We steered by the wind, [illegible] foresail, trysail and staysail, and at 6 in the [illegible]

July 14th—Sunday.—The weather was dull, with [illegible] Southerly wind blowing, and the vessel [illegible] daybreak we sighted a vessel to wind- [illegible] all sail set, and free sheets, sailing in our [illegible] spoke her at 7:30 a.m., when we found [illegible] American schooner "Golden Fleece." [illegible] if they had got any seals on this [illegible] and they replied "No." We then asked whether [illegible] had seen the "Agnes Macdonald," when they [illegible] "No, [illegible] schooner to [illegible] leeward, lying-to." After speaking, we set the try- [illegible] and then steered W. S. W., making toward the [illegible] Soon after, a thick fog set in, which cleared [illegible] afternoon; when we were able to see land plainly. [illegible] schooner at 3 p.m., close to land; sailing [illegible] the coast, with all sail set, making N. by W. [illegible] supposed that [illegible] the "Pioneer, and our [illegible] were signalled, [illegible] to run down to her. [illegible] for about [illegible] hours without getting [illegible] nearer, we gave up all hopes of making her out; [illegible] then hauled up in the wind, took in trysail and [illegible] and hove to.

July 15th—First part of the morning the weather looked dull, as if inclined to rain and blow. Break- [illegible] was given at 5 o'clock; after which we waited [illegible] hour, to see how the weather was going to turn

out; but as there was [illegible] boats, and soon after [illegible] and remained so th[illegible] returned at 8 p.m., [illegible] reported speaking a [illegible] "Mermaid;" and learn[illegible] skins, 50 of which sh[illegible] if we had seen the [illegible] vessel which has ask[illegible] Baker of the "Pioneer" [illegible] and all are anxious t[illegible] where he gets so many [illegible] too cute; he is always ready to [illegible] vessel happen to heave [illegible] out. It certainly sho[illegible] sealing man, for he h[illegible] successful in all his voyages.

Whilst our boats were out, the Captain brought a compass on deck, and placing it on the [illegible] took bearings of several points of the land, [illegible] Capes Shipunski and [illegible]ki. While [illegible] Captain went below [illegible] the compass where [illegible] Japanese boy came [illegible] who was standing a[illegible] "Oh, only taking ph[illegible] Mate; "and if you [illegible] was not long in mak[illegible] stood about twenty [illegible] whilst the Mate had [illegible] attitude of a photogra[illegible] the compass. "Are [illegible]?" shouted the [illegible] "Yes," was the repl[illegible] "put your hat on rig[illegible] hands down by you[illegible] poor, innocent Jap[illegible]

afraid to smile, for fear of making himself look ugly. The mate then put his head underneath the coat, and burst into such a side-splitting laugh that he very nearly knocked the compass down; and when he took his head from underneath the covering, he laughed so that he couldn't tell the boy that it was finished. The latter then came aft to examine the photographic machine; when finding it to be nothing more than a compass, he said to the Mate: "You lie, hey?" and went off very much disgusted with the joke.

Soon after supper was finished, a travelling seal was seen from the vessel; when we lowered a boat, and after a good half-hour's chase succeeded in killing it; thus making 20 for to-day's catch.

July 16th—The weather was beautiful and calm; and we lowered boats at 5:30 a.m., which returned at 8 p.m., with 24 seals.

An hour after the others left this morning, we on board lowered the stern-boat, to tighten it, although it did not leak badly. In the afternoon, the Captain, Jap. boy and myself, went out in the boat for a little exercise; and when out about a quarter of an hour, the Captain put his hand up, and told me softly not to make a noise, but to shove the boat cautiously as he saw a seal ahead. Ten minutes later what should we find but a piece of driftwood, which looked for all the world like a sleeping seal at a distance. The Jap. on finding out our mistake, laughed so heartily that he could hardly pull the boat any more that day. William Pourie was obliged to return to the schooner at 3 o'clock, owing to his boat-puller, Albert Schweickhardt, taking sick with pains in his chest. Saw two schooners around; but too far off to make either of them out.

July 17th—Weather dull, with rain and fog, and a good breeze from E. S. E. Having left off-shore the

previous night, we tacked ship at 7 a.m., and [illegible] in for land. Fog cleared at 9 a.m., and at 9:30 [illegible] saw the land. About 10:30 we sighted a schooner to windward, running with free sheets, and [illegible] set; but as soon as she made us out, she jibed ship, and kept off shore. We were under small canvas at the time; but soon set all sail, jibed, and gave chase. Whilst hoisting the jib-topsail, it caught in something and was torn badly; which resulted in hauling it down, and stowing it again. However we gained gradually; and an hour later we made her out to be the "Pioneer," the vessel everybody is looking for. After two hours chase, she took in her mainsail, and hove up in the wind. We soon caught up to her, when our Captain asked Captain Baker how he was getting on; and the latter returned the compliment, and asked our Captain to come aboard. But Captain Campbell knew better than to lower a boat and go aboard a vessel that deliberately ran away from him; giving him a long stern chase. The crews of both vessels were on the decks, and waited eagerly for a boat to be lowered; which would have resulted in several hours social and interesting conversation together, giving and receiving all the news; but we sailed right past her, after which we hauled aft the sheets, tacked ship and made for the land again. At 4:30 p.m. we took in mainsail and topsails, and set trysail, and steered by the wind.

July 18th—Weather continued dull, with a strong N. E. wind, having hauled from E. N. E. We were hove-to, and at daybreak we sighted the "Pioneer," only a quarter of a mile off, hove-to. We were drifting so fast, that at 6 o'clock our logline was caught by a large snag, which got entangled round the fan, All hands, with the exception of the Mate, cook, man-on-deck and myself, were sleeping; and it took us four

[illegible] When cleared, we brought [illegible] by hail soon this [illegible] overboard. [illegible] ship; making [illegible] The latter [illegible] to windward, and aware of what we [illegible] canvas, and kept out of [illegible] but [illegible] the wind, thinking that [illegible] it with his head to [illegible] not prove the case; so [illegible] further, but steered to- [illegible] p.m., the wind changed [illegible] N. E., and later fog and rain set in. The men took the opportunity of catching rain-water, and were thus able to wash their clothes, etc. The Captain, mate and hunters, all enjoyed themselves in the cabin this evening, playing at tricks, cards, etc.; and did not retire till a very late hour.

July 19—The weather was dull, with a light East [illegible] rly wind, and we steered by the wind. At 7:30 a.m. we saw a sleeping seal to leeward; kept the vessel off and stood by with guns; but unfortunately the noise of the vessel going ahead awoke it, when it instantly dove, and was a long way to windward before it came to the surface again. Continued steering by the wind [illegible] it set in fog and rain; and on fog clearing we found ourselves close to shore; at which time we tacked, and sailed off with free sheets. About 1 p.m., Tom Cummings shot a seal from the vessel, and killed it; a boat was instantly lowered, with which it was soon brought on board. Soon after, we saw several porpoises. We fired, and wounded one badly; then lowered the boat again, and managed to secure it. As soon as it was dragged into the boat, Mr. Anderson yelled out, "Get your pans ready, cooky, and start frying away; for I wont know anybody till

it is all gone! [illegible]
to feed on—not [illegible]
because it makes [illegible]
off cut off, [illegible]
south and [illegible]
we took in mainsail, [illegible]

July 20th—The [illegible]
strong E. N. E. wind [illegible]
and steered toward sh[illegible]
7 o'clock; when [illegible] good meal of porpoise, which was [illegible] and eaten with onions. Mr. Anderson was so pleased that he said, "I'm damned if I would change this porpoise, for all the salt meat that ever was [illegible] the kingdom was made [illegible] leave the table till I have eaten four pounds." All the forenoon, we were making in sh[illegible] noon the wind changed to N. E., wh[illegible] and stood off shore again. The wi[illegible] ward evening, and at 6 p.m. [illegible] and flying jib, and set trysail.

July 21st—The weather was still [illegible] strong N. E. wind; set sail at 7 a.m. and [illegible] the wind. Sighted a vessel at 1 p.m., sh[illegible] toward us; when close, she hove to, and [illegible] we soon made her out to be the "D[illegible]" Spoke her at 3 p.m., and learned that she had [illegible] of 900 skins. She reported having just [illegible] from Hakodate; and that they only got [illegible] ing the whole passage. Our Captain asked her [illegible] tain aboard; upon which they lowered a boat, and [illegible] minutes later, he was on board, and also two of his hunters.

Soon afterwards, four of our men took the "Diana's" boat, and paid a visit to that vessel. During their absence a travelling seal showed up close to

[illegible] stern. This brought a couple of hunters on deck, with their guns; but they were too late, for the seal was too far off when it showed up again. William [illegible], one of those who hurried on deck, managed [illegible] shells jammed, and to prevent an accident, [illegible] them off. This caused our men to return aboard sooner than they had intended, for they took the firing to be signal shots.

The Diana's visitors stayed to supper; and we learned from them that the British sealing schooner "Rosie Olsen," was wrecked on a reef eight miles outside of Hakodate, whilst making that port to land skins; to provision and fill water. All hands were saved, as well as her entire outfit. She had an Indian crew, who have since joined the "Agnes McDonald;" which vessel is going to Behring Sea, there to finish the season's sealing with spears. This gives her a large crew, as well as a deck load of boats. We also heard that a man by the name of "Barney," a forecastle hand of the sealing schooner "E. B. Marvin," was killed while ashore in Hakodate, and his body thrown overboard; but the cause of this outrage, I am at a loss to know. After two hours stay the visitors left for their own schooner; and at 7 p.m. we took in mainsail and head sails; set the trysail and hove to.

July 22—The weather was worse than on the previous day. Set lower sails at 7 a.m., but by noon it blew so hard, that we were obliged to take it in again, and set the trysail. The wind was N. E., and the barometer was very low, indicating bad weather.

July 23rd—Weather still dirty, with a strong North wind, having hauled at 3:30 this morning from N. E. A heavy swell was running, and the vessel rolled badly. Steered toward the N. W., making land; sighting it at 1 p.m., only six miles off. It was

misty, so we could not see a great distance; but as soon as land was sighted, we tacked ship. Weather moderated, whilst the barometer rose gradually; and during the forenoon, we shook the double reef out of the foresail—it was put in yesterday, although I forgot to mention it in yesterday's work.

July 24th—Weather dull and dirty, with a strong North wind, and rain. At daybreak we sighted the "Pioneer," only a quarter of a mile off, to leeward. She was lying-to, under double-reefed foresail, trysail and staysail; but we did not make any attempt to speak. The weather moderated during the forenoon, and at 8 o'clock we took in trysail; set mainsail and head sails, and steered to the North'ard. About 2 p m. we sighted a vessel ahead, a long way off; made her out later to be the "Mary Taylor," and spoke her at 5 p.m. They asked if we had seen the "Pioneer;" to which the Captain replied, "Yes; she is away to leeward; to the S. E." Our Captain then asked if they had any gum boots aboard; and Captain Lavender answered that they had plenty. We then lowered a boat, and the Mate went aboard; when he was given a pair of the boots, and returned half an hour later. The "Taylor" afterwards set all sail, and with free sheets sailed in the direction of the "Pioneer;" the latter vessel being visible at 6:30 p.m., through the mist clearing away. The "Pioneer" tacked and sailed to meet the "Taylor," as soon as she made her out. We lessened canvas at 7 p.m., and steered by the wind.

July 25th—Weather as bad as ever, with the same Northerly wind. Made sail at 7 a.m., and beat to the North'ard all day, to keep in a good sealing berth; for the strong current that runs here continually, would take us away to the South'ard, if we did not keep plenty of sail on the vessel, and beat our

way. Sighted the schooners "Mary Taylor" and "Pioneer" again, to-day; beating their way to the North'ard, the same as ourselves. At 7 p.m. we took in mainsail and flying-jib, and set trysail. Weather moderated during the night. Next day,

July 26th—The weather was just as bad; so we single reefed the foresail at 9 o'clock, and like yesterday, kept beating our way to the North'ard. It moderated, and became fine toward evening.

July 27th—Weather beautiful, and nearly calm. Everybody up early, and at 4:30 a.m. breakfast was given. The schooners "Diana" and "Mary Taylor" were close by, both having all sail set, and making for sealing berths. By 5 a.m. the wind freshened, and at 6 o'clock we made all sail, and steered by the wind, making land. Lunched at 10 a.m., and at 10.30 we lowered boats. I went in Tom Cumming's boat, instead of John Friday, his boat steerer, who was sick, suffering from sore throat. I acted as steerer, and took a W. N. W. course, making shore. The "Taylor's" boat's lowered soon after, and hunted in shore, as we were doing. We were third windward boat; so that I had to alter our course occasionally, according as the other boats did. As we got near land, and it was dead calm, the boats finally got mixed up, and hunted to their own advantage. We got two seals, one sleeper and one traveller; the latter gave us a sweater, for we chased it for a solid twenty minutes, and only managed to gain when Cummings wounded it badly by a long shot. We returned to the schooner at 7.30 p.m., and was the first boat aboard; the others, with the exception of two, returned at 9 p.m. Did not wait for the other boats, but gave supper; the last two boats returned at 11 p.m., and brought the total day's catch up to 29 skins. Sunday,

July 28th—Weather still beautiful and calm. Gave breakfast early, and at 5 a.m. we lowered boats, which returned at 7 p.m., with 56 skins. Saw the "Mary Taylor" well to leeward with her boat's out; she had drifted so far out that her boats had a poor berth for seals. As soon as our boats came aboard, we set jib; and with a free fore-sheet, sailed further to the North'ard, near Sea-lion Rookery.

July 29—Weather fine, with a light Easterly wind. We sighted two vessels to windward; but could not make them out. Had breakfast at 4:30 a.m., and at 6 o'clock we lowered boats; which hunted toward shore, we at the time being about 15 miles off. They returned again at 6:30 p.m., after a good sail in and off shore, with the small catch of 9 seals.

July 30th—Weather dull, with a thick fog, and a strong Southerly wind. Steered by the wind and off shore, under small canvas all the forenoon; it being too rough to lower boats. At 1:30 p.m. we tacked ship, and set mainsail and jib; and with free sheets sailed once more toward land. Fog cleared at 3 p.m., at which time we sighted a schooner ahead, on the same tack as us, and later we made her out to be the "Viva." As soon as we sighted her we tacked again, and steered by the wind off shore till 5 p.m., when we tacked again and stood in shore. Took in mainsail and jib at 6:30 p.m., and at 7:30 we saw a sleeping seal; but before we could get a boat out it had awoke and escaped.

July 31st—Weather still dull, with a thick fog, and a light S. W. wind. Though the sea was very smooth, we did not lower boats owing to the fog; but when the fog cleared at 9 o'clock, we lowered them. Land was visible; also a schooner, which we made out to be the "Pioneer," steering toward shore with her boats out. Our boats were not more than

a hundred yards off, when James Loveless shot a seal and soon gaffed it into his boat. Two or three more of the hunters soon afterwards lowered their sails, having seen seals, and began creeping up on them; and so they kept on till nearly out of sight. It became calm at 11 a.m., but only lasted an hour, the wind freshened at noon, but not strong; and at 1 p.m. the boats tacked, and we did the same when they were far enough ahead, and continued following. They returned at 8 p.m. with 29 skins. Tom Cummings reported speaking one of the "Sadie Turpel's" boats; and learned that she had got 900 skins up to date. He also learned that the British sealing schooner "Brenda" was wrecked when in the Behring Sea, and making port to fill water. The crew were saved; also the skins, provisions, coal, sails, etc. They said that the schooners "Agnes Macdonald" and "Geneva" took the crew to Unalaska, and from there they will be sent to Victoria, B. C., their sailing port, at the earliest opportunity.

August 1st—The weather was beautiful, and bright and calm, throughout the day. Served breakfast at 4 o'clock and the hunters left at 5 and returned at 7:30 p.m., with 60 skins. Our Japanese boy, who has been longing to go in one of the boats, to see how seals are got, was given the opportunity by William Dominey, in whose boat he went. Dominey who liked the boy, decided to give him a chance to satisfy his curiosity. The boy exercised himself at rowing for a couple of hours, but then got tired, so was then told to go and sit in the stern sheet, where he remained till they got back. The weather was so warm, that he fell asleep, and did not awake, even when Dominey fired and killed two seals. He was so well pleased with his excursion that he hardly knew how to express himself, when he came aboard.

Aug. 2nd—Weather dull, with a light South wind and we lowered boats at 5 a.m., and hunted offshore. Owing to the scarcity of seals, the boats turned a 9 o'clock to come aboard, arriving at 11:30 a.m.; after which we set all sail, and stood in for shore. The schooners "Pioneer" and "Mary Taylor" were in sight, with their boats out. Spoke one of the former's boats at 2 p.m., and bringing our vessel up in the wind, hoisted it in our burtons. The hunter's name was James Shields, a friend of Captain Campbell's. He passed away a pleasant hour, during which he and his crew enjoyed a good cup of tea. We learned that the "Pioneer" has 1211 skins, 25 of which she got yesterday. We arrived close enough in shore by 7 p.m., at which time we tacked ship, and reduced canvas; and lay-to for the night, under foresail and staysail.

Aug. 3rd—Weather still dull, with fog and rain, and very light wind from E. S. E. Had breakfast early; but did not lower boats this forenoon, owing to the fog. A school of "killers" passed round the vessel at 8 o'clock, which brought William Edwards and William Pourie on deck with their rifles, who fired among them freely, but to no effect. Toward noon the rain and fog cleared, and it became calm Dinner was given at 11:30 a.m., and at 12:30 we lowered boats; which returned at 6 p.m., with 11 seals all told. William Pourie told us that he went on board the "Viva," and learned that she has a catch of 760 seals. Supper was given at 7 p.m., after which we took in mainsail and head sails, and then hove to for the night.

Aug. 4th—The weather was again dull, with rain and fog; but by 9 o'clock it cleared, and we then lowered boats. As soon as the fog cleared, we sighted four schooners; two of which we found to be the

"Sadie Turpel" and "Viva." One of the former's boats paid us a visit at 6 p.m., in which Charles Tite was steerer, who was a shipmate of mine last year, on board this schooner. He said that he was going out as a hunter next year, should he be spared; and he also compared his present vessel with this one, wishing he had there the comforts of this vessel. Our boats returned at 7:30 p.m., at which time one of the "Viva's" boats paid us a visit. James Bishop was the hunter's name, and he and his crew stayed to supper. Bishop gave us later news about the crew of the ill-fated "Brenda," and said that he was not sure whether they were taken to Unalaska by the schooners "Agnes Macdonald" and "Geneva" or by H. M. S. "Caroline," one of the British patroling vessels in the Behring Sea, or went in their own boats, which were saved without being damaged. The "Viva's" boat left us at 8:30 p.m., and made for their vessel, which was six miles off. It was calm all day, and the evening was beautiful. Next day,

Aug. 5th—Weather dull again; with fog, a light North wind and smooth sea. Breakfast was given at 4 p.m.; but we did not lower boats till 7 o'clock, at which time the fog cleared, and it became calm, which continued throughout the day. Prepared for anchoring, as we were only about eight miles off shore at 5 p.m., and kept drifting that way without any wind to drive us off. The boats returned at 6 p. m., with 31 seals, and at 6:30 supper was given; after which we enjoyed the lovely evening on deck. The sun was shining brightly on the beautiful green-clad land, whilst here and there were patches of snow sparkling in the light, like diamonds in emerald settings, and adding greatly to the beauty of the scene. Our attention was soon taken from the land by the "killers," that kept showing up around us to blow,

in large numbers. This brought Edwards and Pourie on deck again, with their rifles; who fired among them freely, hitting some of them in tender places, as we could tell, when they shook their fins. At 9:30 p.m. the wind rose from N. E., when we managed to sail off shore.

Aug. 6th—This day we had a stong wind from N. E. It was too rough to lower boats, so did not breakfast till 7:30 o'clock; so as to give the men a rest after their early rising, and late retiring, during the spell of fine weather. We steered by the wind; and sighted and passed the "Viva" at 6 p.m., about one mile to leeward. Sighted another schooner at 8 a.m., sailing toward us; which we made out later to be the "Ocean Belle;" and when close, both vessels took in light sails, and hove up in the wind and spoke at 9 o'clock. They lowered a boat, in which Captain Martin and some of his crew came aboard; and shortly after a second boat was lowered, in which several more of the crew visited us. They reported having 1240 skins up to this date. They all had dinner on board, and stayed till 3 p.m.; and we all had a long, social and interesting conversation. They said that they were short of coal, although they had an ample and excellent supply of provisions. When they left for their own vessel at 3 p.m., our Captain and several of the hunters went with them, and returned the visit, but did not stay long. After securing our boat on board, we set all sail, and steered to the N. W. The "Belle" afterwards set all sail, and steered the same course, but we soon left her a long way astern.

Aug. 7th—First part of the morning the weather was dull, with a thick fog, and a strong N. N. E. wind. It moderated during the forenoon, and we were sailing to the Northern Cape, close on the wind. It was blowing right off the land, and the fresh and

fragrant odor was delicious. Had lunch at 11 a.m., and soon after we lowered boats. The "Mary Taylor" was close to us, with her boats out; and as they were hunting in-shore, our boats hunted off-shore. During the absence of boats we spoke the "Taylor." At 5 p.m. the Captain hoisted the flag, which caused our boats to return, bringing 10 seals all told; and we afterwards steered toward E. by S., hunting for seals.

Aug. 8th—Weather fine and calm; had breakfast at 4:30 a.m., and at 5 lowered the boats. We were a long way off shore, having drifted out during the calm, but about nine o'clock a light breeze rose from South, when we were able to follow the boats, which were hunting toward shore. The wind increased during the day; and at 5 p.m. all the boats had returned, with 18 seals. Soon after supper was finished, we set all sail; steered to the N. W. with a view of having a good birth tomorrow. The "Mary Taylor," which had been sealing not far from us to-day, soon followed on in our wake. Next day,

Aug. 9th—The weather was fine, with a strong N. W. wind blowing. We were sailing in towards shore, under lower sails, and at 7:30 a.m. we were only 8 miles from shore; at which time we were becalmed under its lee. Lowered boats at 8 a.m., which hunted off shore; but were compelled to return again, owing to the strong wind that was blowing. They were all aboard by 2 p.m., with the exception of Wm. Dominey. There was another schooner in sight to leeward, but she was too far off to make her out.

Dominey being still absent, and not in sight by 5 p.m., anxiety was felt for his safety; as the whales ("killers") abound here in large numbers. Fired the cannon and blew the foghorn, at intervals, to attract his attention, should he be anywhere within hearing

distance. Finally, at 5:30 p.m., we took in mainsail, and with a free fore-sheet ran down toward the schooner, where we thought he might be. The reason for taking in the mainsail, being that if the boat was astern, it would be able to sail as fast as the schooner, and would catch us whilst speaking the other vessel. But as luck would have it, such did not prove the case; for after sailing for about two hours, we saw the boat a good distance off, and from the direction in which it was sailing, we judged it had just left the schooner we were running down to. Half an hour later William Dominey was alongside, when his boat was soon hoisted on board. He told us that the other schooner was the "Pioneer," his old ship in which he was seal-hunting last year. He went aboard and was welcomed by Captain Baker, his late captain, and stayed there a couple of hours, during which time he was given tea, etc. Her boats were out at the time, and he did not care to wait for their return. He told us that he was determined to go aboard that vessel once this season, even if he had to pull five miles to windward against a strong breeze; and whilst everybody was anxious about his safety, he was as comfortable as could be on board the "Pioneer," partaking of the luxury of tea. He also told us that some of the "Pioneer's" boats went ashore; and just as the men were landing, five or six hungry bears made for them. The men made for their boats, and when a safe distance off, they fired freely among the bears. The brutes seeing no chance to get at the men, slunk off; and the men returned to the schooner, where they reported their adventure. Dominey reported that the "Pioneer" had 1275 skins.

Speaking about whales I might state that Wm. Edwards had occasion to keep out of a whale's way, for when it came up to blow, it sent some of the water

right in his face; and Edwards said, that if he had a mind to, he could easily have jumped on its back. He took his revenge later, by sending a charge of leaden pills into its carcass.

Aug. 10th—and

Aug. 11th—On these two days the weather was fine; and we lowered boats each day. One of the "Taylor's" boats visited us on the 10th; and on that day we got 22 seals. On the 11th the boats hunted in the bay between Cape Stelbovi and Cape Ozerni. Saw three schooners off Cape Ozerni; and later made out two of them to be the "Ocean Belle" and "Mary Taylor," through our boats having spoken theirs.

Aug. 12th—Weather still fine; and we lowered boats at 5 a.m., and hunted in the same bay as yesterday. About 11 a.m. we on board had lunch; and as it was calm we lowered the stern-boat, of which the Captain, Japanese boy and myself formed the crew. We hunted toward Cape Ozerni, and returned after an absence of two hours, with one seal, which we shot whilst sleeping. Whilst I was steering, the oars made too much noise in the rowlocks. To prevent this, I took off my boots and socks and put the latter in the rowlocks, and was thus enabled to go along quietly. Presently, whilst I was keeping my eye on the seal, the noise of the rowlocks again drew my attention, when I found my socks had slipped out and were floating far astern; but we would not stop for such a trifle, so continued creeping up on the valuable seal. We saw plenty of travelling seals, whilst out; but made no effort to give them a chase. All the boats returned at 7 p.m., with 26 seals.

Aug. 13th—Weather still fine, with a strong breeze from E. S. E. We lowered boats at 6:30 a.m., which returned at 5 p.m., with 7 seals. Seals are scarce.

Aug. 14th—Weather dull, with a strong S. E.

wind. At daybreak we sighted the "Pioneer" to the leeward, sailing on the wind under small canvas. About 8 a.m. a thick fog set in, and as we were close to shore, we set mainsail and jib, tacked ship and steered off shore. Saw several seals during the forenoon, out of which we managed to get one. The fog cleared by 10 o'clock; and at 11 we tacked, and again made for in-shore. Toward noon it became fine, but we did not lower boats; while toward evening the wind freshened again, at which time we took in the mainsail and jib, single reefed the foresail, set trysail, and hove to.

Aug. 15th—The wind was still blowing hard from E. S. E., with hard rain; and being too close to the shore, at daybreak we set the jib, and kept off.

Aug. 16th—Weather dull, with a light S. E. breeze By 8 o'clock it became calm; and at 9 we lowered the boats, which returned at 7 p.m., with 28 seals. The schooner "Geneva" was in sight; and William Edwards told us that he went aboard of her, where he unexpectedly met his brother, who is also a seal-hunter. He was formerly on the "Brenda," but joined the "Geneva," after the other schooner was wrecked. After securing our boats on board, we set all sail, and steered toward shore, owing to the considerable distance we were off. The wind rose from North during the afternoon.

Aug. 17th—Weather still dull, with a strong Northerly wind, which moderated during the forenoon; and at 9 a.m. we sighted land. Lowered boats at 1:30 p.m., which returned at 8 p.m., with 15 seals. The schooners "Mary Taylor" and "Pioneer" were both in sight, with their boats out. Supper was given at a quarter past 8 o'clock; after which we got another seal, from the vessel, making 16 for to-day's catch, By 8:30 p.m. it became dead calm.

Aug. 18th—First part of the morning the weather was dirty, with hard rain, and a strong N. W. wind It became calm, suddenly, at 8:30 a.m.; at which time we lowered boats. The rain continued all day; and by 3 p.m. all the boats returned, bringing 18 seals. After all the boats were aboard we steered direct for a schooner, which had been in sight since 1 p.m. She was only about three miles away, and most everybody thought it was the "Pioneer;" but at 5 o'clock when we spoke her, we found her to be the "Sadie Turpel," She was lying-to under small canvas, and was getting her boats aboard, which had just returned from hunting. We lowered a boat, in which several of the crew paid her a visit. Soon afterwards they lowered a boat, in which the Captain and some of the hunters paid us a visit. After a couple of hours of this pleasant pastime, the boats returned to their respective vessels. We afterward steered by the wind with all sail set.

Aug. 19th—The wind was again strong from the N. W.; but it was dry and cold. Having reduced canvas during the night, we were now under foresail, trysail and staysail. Made all sail at 8:30 a.m., and steered toward shore, as we were a good distance off. As we neared land we did not feel the force of the wind so much, and the sea was smoother. Got one seal from the vessel at 3 p.m. At 4 it was quite calm; and at 7 p.m., we got two more seals. It continued calm all night.

Aug. 20th—Weather dull and calm, first part of the morning. About 5 o'clock we lowered boats; but by 6 o'clock a strong breeze rose from S. E., and a little later a thick fog set in. We on board took in all sail, and let the vessel lie-to; after which we kept the foghorn blowing continually, and fired the cannon every quarter of an hour. Our boats were a long

way off when the fog set in; but by 10 a.m. four of them returned, without any seals. By noon, it cleared again and became fine; and we again lowered the boats; and by 7 p.m. they all returned, with the small catch of 8 seals. Saw four schooners around during the day.

Aug. 21st—Weather continued dull, with a light S. W. wind. Lowered boats at 5:30 a.m., and two of them returned at 11 a.m. without any seals; and from that time till 4 p.m. the others returned, with a catch of 14 seals. Seals are scarce every place.

Aug. 22nd—First part of morning the vessel was hove-to; the wind was blowing strong from S. E., with drizzly rain. Steered by the wind at 6 o'clock; and at 7 a.m. we sighted a schooner ahead, bearing down on us with free sheets, and soon after made her out to be the "Mermaid." Spoke her at 9:30 a.m., and asked them to come aboard. Both schooners then took in their jibs, hauled staysails to windward, and hove to. Soon after, they lowered a boat in which Captain Whitely and the hunters came on board; and it was not long before they lowered the second boat, in which several of the crew boarded us also. We welcomed them right heartily, and made everything as pleasant as possible for them. It was not like being at sea; one would have thought that the vessel was anchored in some sheltered harbour; or that they were in some room ashore, so steady was the schooner. The cabin of the "Umbrina," is so large, clean, and comfortable, visitors do not care to leave it in a hurry; for it is a pleasant change, from the small cabins to be seen in most schooners in which the crew are so long confined. Captain Whitely and the other visitors stayed to dinner, and made themselves at home; and we entertained one another till 3 p.m., when tea and cake was served, and at 4 p.m. they

left for their own schooner. Our Captain and several hunters returned the visit, going in one of our own boats. They stayed till 8:30 p.m., during which time they had supper; and found plenty more news to talk about. As soon as the Captain returned, he set up a lot of fireworks; which was answered by cheers from the crew of the "Mermaid." The display of fireworks was beautiful and bright, in the darkness of the night. Soon after the wind increased followed by rain and fog.

Aug. 23rd—

Aug. 24th—and

Aug. 25th—There has been nothing worth mentioning, except that we have had constant bad weather; strong winds, and kept sailing in and off shore to keep on sealing grounds, instead of letting her lie-to and drift into another "kingdom."

Aug. 26th—Weather moderated, though it is still unsettled. Served breakfast at 5:30 a.m., and at 8 a.m. lowered boats; having waited this long to see how the weather was going to turn out. We were only twelve miles from land; but the boats hunted off shore, but finding nothing they tacked, and hunted in shore. Wm. Pourie came aboard whilst near, on his way toward shore; and after he and his crew had each partaken of a good hot cup of tea and a piece of pie, they left and continued hunting. All the boats returned by 7:30 p.m., with the exception of James Loveless, who did not return till 8:30.

It was a beautiful, bright and calm evening when suddenly up came Tom Cummings with the foghorn, and blew it to perfection, till it nearly became hoarse, and then the Captain came up and set off a lot of fireworks. Loveless was only about half a mile off when Cummings said: I hope Lovejoy wont be lost; and then gave the foghorn another rattle up. Finally

Loveless came along side, when several in ch[illegible] sang out: "Have you seen Lovejoy anywhere? Do you think he heard the foghorn?" and "Do you think he saw the fireworks?" repeating it two or three times. Loveless who is a quiet good-natured fellow, took the joke all in good part, and only laughed. "Seals was the catch for to-day.

Aug. 27th—The weather was beautiful, with a strong breeze from W. N. W., right off the land, which was a change from the usual salt sea breeze. It was very clear and cold; and we could see more land to-day than we have seen since we first came here. Set all sail at 8:30 a.m., and steered close on the wind. Sighted two vessels ahead, which we made out to be the "Viva" and "Mary Taylor." Two boats from belonging to the latter came aboard; passed a pleasant time, and also stayed to dinner. Soon after dinner we lowered boats, which returned at 8 p.m. with 4 seals. The men from the "Viva" reported having 965 skins. Toward evening it became calm, and remained so all night. Our Captain gave us the pleasure of viewing another display of fireworks to-[illegible]

Aug. 28th—Weather dull, with a light W. N. W. wind. Lowered boats at 6 a.m., which returned again an hour and a half later, owing to an increase of wind, with rain. Soon after all boats were aboard, we steered with free sheets toward E. by S.; had all sail set, and at 11 a.m. we altered course to N. E. and hauled aft the sheets. Sighted the "Sadie Turpel" ahead, with her boats out; and one of them came aboard of us at 11:30, at which time it became calm. During the afternoon we had the wind again, and then kept sailing till 7 p.m., when we took in mainsail, and headsails, and hove to for the night. Rain cleared at 6 p.m.

Aug. 29th—Weather dry and cold; and wind blowing a gale from North, which continued throughout

the day. At 8 a.m. we set storm trysail, and double reefed the foresail. At 11 o'clock, we shook out the reefs, and sailed a safe distance off shore, as we were drifting; after which we reefed again and hove to.

Aug. 30th—We still had a strong wind, but from the N. W.,and vessel lying-to under foresail and staysail. (The trysail was taken in during the night.) About 8 a.m., we close reefed foresail, took in staysail and set trysail. Remained hove-to till after dinner, when we shook one reef out of the foresail; set staysail and jib; turned over and lashed boats, and steered toward E. S. E. Jibed ship at 4 p.m., and then steered S. W. The wind moderated toward evening, and we then shook out all reefs and kept sailing. Next morning,

Aug. 31st—The weather was beautiful and calm. We lowered boats at 6:30 a.m., which returned at 6 p.m., with 9 seals. As soon as the boats cleared the vessel this morning, the Mate, with the help of the galley squad, unbent the flying-jib, and took it in for repairs; and the Captain and Mate occupied the best part of the day in patching the weak places. About 3 p.m., a light breeze rose from S. E.; and after all the boats were secured on board, we steered toward N. W. by W. Looked very dull.

September 1st—Beautiful weather, and calm; and we lowered boats at 6 a.m., which returned at 5 p.m., with 4 seals. One schooner in sight.

Sep. 2nd—Weather dull, with a light Southerly wind. Lowered boats at 6:30 a.m.; and about 9 a. m. we were visited by one of the "Geneva's" boats, who reported that they were just eleven short of 1600 skins. They also reported speaking the "Ocean Belle" a few days since, but were not sure whether they had 1600, or more. After refreshing themselves with a good cup of tea, they left, and continued hunting.

Later, a thick fog set in. We, on board blew the fog horn continually, and fired the cannon at intervals; but about noon the fog cleared; the wind freshened, and we sighted land six miles distant. James Loveless, being unwell, returned at 1 p.m. He was not aboard long when a seal showed up, close to the vessel. The Mate, who was handy with his gun, fired and wounded it; we then lowered the boat again and after a good chase secured it, making two for that boat to-day. All the other boats returned at 3 p.m., with the exception of Wm. Dominey's, and brought a lot of birds of different species. A lunch was given at 3:30 p.m., when they talked freely of how they enjoyed themselves on shore, and what they had seen. The conversation interested the Captain who took this opportunity and went ashore himself. Two boats were lowered, several men going in each. They had a good wind, and was not more than an hour reaching shore. One of the men, John Friday, accidently fell overboard, whilst leaning over the boat to regain an oar, which had slipped into the water. He had the main sheet entangled in his legs, so that Tom Cummings, who was in the boat, had to throw the mast, sail and everything overboard, to prevent an accident. The boat was going at a good speed, and in was fully five minutes before he was picked up, but though he was no swimmer, he managed to keep afloat. However this did not stop him from going ashore; wet or no wet, on he went, and enjoyed himself as well as the rest. They had guns and ammunition with them; and they took the lives of several sea-lions, four of which they brought aboard for the purpose of making sea-boots out of their hides. They returned at 8 p.m., and had a lot to talk about. They told us that they saw mures in millions; and also the tracks of bears, where they had dragged salmon from the water, and left the remains.

The catch for to-day was 6 seals, 113 birds of various kinds, and four sea-lions. Whilst our boats were ashore, the "Sadie Turpel" passed by, only two miles from shore; and some of her crew landed and went in company with our men, and helped them out in their sport. During the night we kept off shore. Next day,

Sep. 3rd—The weather was still dull with a light S. E. wind. As we were a long way off shore, we steered our way in at daybreak, and prepared to lower boats at 7 a.m.; but as the wind increased, the order was cancelled, and we then kept steering W. by N., toward shore. About 9:30 a.m., we got a seal from the vessel; and at 10 a.m. we lowered all boats, which made right for the shore, only eight miles distant. Made out another vessel astern, running with all sail set, in our wake, which spoke us at 4 p.m.; when we found her to be the "Retriever." She lowered boats about this time, two of which paid us a visit. Her Captain came in one of the boats, and Mr. Derby in the other. She has a crew of Chinamen, and has a catch of 800 seals. We learned that they went ashore a few days ago, and had great sport. They told us they killed four bears, and brought them aboard to have bear meat for a change. Our boats returned at 6 p.m., bringing 250 large birds, of different species, and one seal.

Sep. 4th—Weather still dull, with a light S. E. wind. Lowered all boats, except the one in which James Loveless hunts, at 8 a.m. Loveless was sick, and the Captain judging that seals were scarce, did not think it worth while letting the Mate go in his place. The boats went ashore again, and did not return till the cannon was fired and the flag hoisted. This soon brought them aboard, after a good race in which Tom Cummings was first. They brought

several more birds; and a large quantity of blueberries, with which we made pies, and had great feasting times. They saw a large bear, but did not attempt to shoot it. After the boats returned we kept off shore and steered N. by E.

Sep. 5th—Weather dull first part of the morning, with a light E. S. E. wind. Lowered boats at 6 a.m., and at 8 a.m. two of them returned, through the wind freshening; but the others kept on their course. An hour later the wind went down, and the sun shone out beautiful and bright; while the wind kept hauling gradually to N. N. E. The boats that had come aboard left again, and remained out till 3:30 p.m., when they returned, with the exception of Tom Cummings, who did not get aboard till 5 p.m., with only two seals as the catch for the day. After all boats were got on board, we took in mainsail, set trysail and steered by the wind. Next day,

Sep. 6th—We had a strong wind from N. N. E., and steered by the wind till 8 a.m.; at which time the Captain gave the Mate orders to form "sea-watches," and steer South. We had a fair wind; and we made good time, with free sheets, and a heavy sea running after us; bound to the South'ard of Copper and Behring Islands, to look for seal

Sep. 7th—Wind still strong from N. E., and we steered toward E. S. E. Nothing else worth mentioning to-day.

Sep. 8th—As the weather was still bad, with strong wind, the Captain came to the conclusion that it was no use lying around waiting for a fine day, when seals were so scarce; so rather than put the vessel to any more expense than necessary, he resolved to go home. He then gave orders, at 8:30 a.m., to set all sail; and with free sheets we steered toward E. S. E., to clear the previously named islands, and made good 8 knots an hour.

Sep. 9th—The weather was dull, with less wind, and we only made 6 knots an hour. We started in cleaning paint-work; and the Mate set some of the men to work sharpening scrapers, with which to scrape masts, booms and other wood-work. This work is done to give the vessel a respectable appearance on arrival in port, On

Sep. 10th—We had it calm all day; and on

Sep. 11th—We had the wind again. It was a fair wind, and we averaged about 8½ knots all day.

Sep. 12th—The weather was beautiful, with fair wind, which increased during the night; we had all sail set, and made good 10 knots an hour. Crossed the meredian at 4 p.m. Toward night it set in squally and at 8 o'clock we took in all light sails, lowered the mainsail, and jibed ship, after which it was again set.

Having crossed the line going East makes this day 12th again. The weather was fine, with a good fair wind The hands were employed to-day scraping and oiling masts and booms; also setting up new rigging. Everybody happy, with the expectation that we will soon reach Victoria.

Sep. 13th—and

Sep. 14th—Still fair wind; and the vessel averaged 10 knots an hour, both days.

Sep. 15th—

Sep. 16th—

Sep. 17th—

Sep. 18th—

Sep. 19th—

Sep. 20th—

Sep. 21st—

Sep. 22nd—and

Sep. 23rd—We have had exceptionally fine weather all this time; and made a good and quick passage, without carrying away a ropeyarn. Some of the men aboard, who have been several years sealing, say that the whole season has been an exceptional one,

and that they have never seen the like before of such continual fine weather. We are keeping a strict lookout for "Cape Flattery light" to-night, as we are getting close to land.

Sep. 24th—The weather was beautiful with a very light S. W. wind. Sighted land at daybreak right on our port bow; but could only see the tops of the mountains, showing out through the thick haze. At the same time we sighted a schooner off our starboard bow, about three miles distant. The sight of land put everybody at ease, and settled the questions of how far we were off; and how many hundred miles have we to go; and when do you think we will get in and how many miles do you think we have done etc. Such were the questions asked daily, by most everybody; enough to drive a person crazy, if he tried to answer them as often as they were asked. Well anyhow I'll continue the account of the day. All the forenoon the wind was light, and the men passed a pleasant time salmon fishing, having been supplied with hooks and lines by the Captain. It was fun to see what trouble they had in getting some of the salmon on board; and to see others getting away with both bait and hook, which occured several times. We were lucky though, for we managed to catch twelve large ones; enough to last us two days, and made a good change from our usual salt provisions. Sighted Cape Flattery at 4 p.m., through the haze; and at 7 p.m. we were abreast of Flattery light, which showed brightly in the darkness of the night; we also saw the light on Bonilla Point bearing off our port quarter. At this time we went up the straits at the rate of 8 knots an hour; but at 9:30 it became calm, and rained very hard. Weather very dull. Next day,

Sept. 25th—Early this morning at daybreak, we found ourselves a very little farther than half way up the straits, with the wind nearly calm, and exceptionally fine weather. What wind there was was fair;

and we crept up gradually till 9 a.m., when the wind freshened. There were three other schooners in the straits:—the "Carlotta G. Cox," "Casco," and "City of Santiago;" the former being about one mile ahead of us, whilst the others were not far astern. We were abreast of "Race Rocks lighthouse" by 11:30 a.m., and here we felt the effects of a strong tide, which was against us. However we managed to go ahead, with a fine breeze, under all sail. The tugboat "Constance," of New Westminster, spoke us when only a mile from the "outer wharf," and asked us whether we wanted a tow in. Our Captain replied, "No; I expect wind enough to take me in." We finally arrived, and anchored in James Bay at 1 p.m., after a voyage of eight and a half months; with a total catch of 1749 skins, of fine quality—1187 were secured off the Japanese coast, and 562 off the Copper Islands, making this total. (Total catch in five years 9,561.)

We were only anchored half an hour, when the tugboat "Sadie" came along and made fast to us; and from there she took us alongside of the "Viva," which vessel was alongside the C. P. N. Co's wharf, unloading her skins, and other gear. After she hauled out, we went alongside, and unloaded our skins and gear. Then the vessel was taken to Rock Bay, her winter moorings, where she will remain till it is time to fit out for the next sealing voyage.

The completion of the voyage brings my journal to an end; but on two following pages will be found an extract from the Victoria, B. C., "Colonist" newspaper, entitled "Racing to Japan," which I thought interesting enough to have reprinted.

And now, kind reader, I will take this opportunity of asking you to excuse all mistakes or faults which you may have seen in this book, bearing in mind that it is simply a record of the voyage, not originally intended for publication, kept by the cabin boy,

WILLIAM GEORGE.

RACING TO JAPAN

Close Contest Among the Crack Sailers of the Victoria Schooner Fleet

The "Vera" Shows Her Speed—Two Popular Sealers Lose Their Lives.

Racing across the Pacific has varied the monotony of the run to the Japanese side for not a few of the Victoria sealing fleet now preparing for the season's operations in that locality. The Ocean Belle gave the Viva as close a brush as is recorded in the annals of ocean racing; the Agnes Macdonald defeated the E. B. Marvin by but the few hours that she had to her advantage in the start; and the neat little Vera, which as the Halcyon has shown her heels to almost every cutter on the Pacific coast, outsailed every one of her rivals of the Victoria fleet and made the passage in the fast time of 48 days, while the Macdonald and the Marvin were 51 days from port to port. At the time the Tacoma left Yokohama there were in that port, of the Victoria fleet the Casco, Ocean Belle, Agnes Macdonald, Diana, Vera, Geneva, Sea Lion, Viva, Worlock and W. P. Hall, the latter two having wintered on the Japanese side.

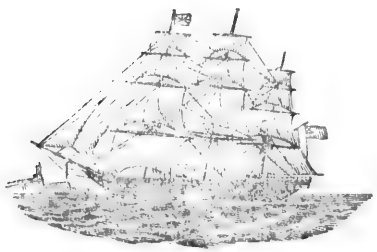
The Agnes Macdonald, Capt. Cutler, and the E. B. Marvin, Capt. Byers, left Victoria on the same day in January last on their race across the Pacific. They were fifty-one days on the passage, and neither sighted the other from the day they started until they arrived off Sunosaki. The Marvin was a few hours before the Macdonald at this point, but the latter got into harbor two or three hours before her rival. The Marvin lost her foretopmast in her anxiety to crowd on canvas enough to beat out her opponent while the Macdonald sprung her topmast, but did not once take her jibboom out of its lashings during the entire voyage.

"A bet of $250 gold" notes the Yokohama Advertiser, "was wagered it is said on the race, but however that may be, both schooners found that the little Vera, formerly the Halcyon, which left the home port a week later than they did, had arrived in Yokohama harbor three days before either of them."

The Casco's skipper had the satisfaction of beating the Diana across by a day, having left about 24 hours behind, and dropping

anchor five minutes before her in Yokohama harbor. The Ocean Belle and the Viva got away from here together, spoke each other thirty-five days out, and arrived within a few minutes of each other, the Ocean Belle coming to anchor first.

The Belle was one of the unlucky ones on the trip, although the schooner herself escaped with scarcely the loss of a rope, she having the misfortune to lose a man and a good one on the passage. He was boat steerer Charles Parker, who met his death on February 24, while the schooner was off the Japanese coast. He had gone aloft and was standing on the main crosstrees when a lurch of the schooner caused him to lose his hold on the rigging and pitch head first into the sea. A boat was immediately lowered but the unfortunate sealer was not seen to rise. He was a general favorite among his shipmates by whom his loss is keenly felt. Parker was a Puget Sound man about 25 years of age, and had been one of the Victoria sealers for three or four years past. The Casco was also unfortunate in losing one of her company, Mate Arthur Pennell having been drowned on the night of January 18th, during a gale which overtook the schooner off the California coast. He was an Englishman in his 45th year, and had property interests in Victoria and relatives in the old land.—*Victoria Weekly Colonist, Friday March 29th, 1895.*



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